

F1 McLaren anniversary special

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McLaren 60th celebration

On track with Hakkinen, Hamilton and Button F1 winners

'They were at the cutting edge of what was possible, crazy'



Top 10 McLaren F1 drivers

How the F1 GTR conquered Le Mans

Zak Brown on McLaren's legend – and its future



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Happy birthday to one of motorsport's great names

McLaren, with 183 world championship grand prix wins, is the second-most successful team in Formula 1, behind only Ferrari. Like any team that's been around for six decades, it's had its ups and downs, but there can be no doubt that the British squad has produced some of the greatest racing cars of all time, often piloted by the sport's finest exponents. And in this issue we celebrate McLaren's 60th birthday, with help from the orange team itself.

Three of McLaren's F1 winners headed to Pembrey recently and Autosport was lucky enough to tag along. As you'll see on page 12, all were impressive but there's still something about those old V10s...

McLaren's roster of drivers over the years is impressive and includes 20 GP winners. Seven have won world championships in McLaren machinery and we take on the challenge of ranking the top 10 on p22. Gary Watkins also speaks to some of the key figures that turned the F1 supercar into an unlikely Le Mans winner (p28).

Current McLaren boss Zak Brown is very aware of the team's rich heritage. He tells Matt Kew about his passion for the sport and the team, as well as outlining his plan to return McLaren to winning ways (p34). How soon will Lando Norris and Oscar Piastri get the chance to add their names to that list of 20?

- We're delighted to announce the 10 finalists for this year's Aston Martin Autosport BRDC Young Driver of the Year Award. Turn to p4 to see who could follow in the footsteps of Norris and George Russell.



Kevin Turner

Kevin Turner
Chief Editor

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**NEVER MISS
AN ISSUE**

Special deals for
Autosport p60



Cover image

JEP

PIT & PADDOCK

- 4 Young Driver Award finalists revealed
- 6 Palou turns his back on McLaren
- 8 Lambo Hypercar hits the track
- 9 Opinion: Alex Kalinauckas
- 11 Guest column: Jake Dennis

McLAREN 60 SPECIAL

- 12 On track in three grand prix winners
- 22 Top 10 McLaren F1 drivers
- 28 How the F1 GTR won Le Mans
- 34 Zak Brown interview

FEATURES

- 38 Formula E season review

RACE CENTRE

- 44 BTCC: Sutton pulls clear at Knockhill
- 50 World of Sport: IndyCar; NASCAR Cup; Indy NXT

CLUB AUTOSPORT

- 61 Obituary: Peter Baldwin
- 62 Onyx heads Festival Italia demos
- 64 Menzies faces race against time after crash
- 66 National reports: Knockhill; Snetterton; Silverstone; Mondello Park; Croft; Donington Park; Cadwell Park; Shelsley Walsh

FINISHING STRAIGHT


- 78 What's on this week
- 80 From the archive: 1983 Detroit GP
- 82 My favourite car: Jeff Allam

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FINAL 2023 AWARD

YOUNG DRIVER AWARD

The final 10 candidates for the 2023 Aston Martin Autosport BRDC Young Driver of the Year Award have been selected.

The Award, which started in 1989, aims to find and assist the best junior British racing drivers. The prize for this year's winner includes £200,000 and a Formula 1 test drive with Aston Martin.

Finalists have to primarily compete in a category below FIA Formula 3 or be an FIA F3 rookie, and be 16 years old by the time of the Award assessments at Silverstone in October. They must also be under 24 at the start of the year.

F3 race winner Taylor Barnard, GB3 title contenders James Hedley, Joseph Loake, Matt Rees and Callum Voisin, Italian F4 points leader Arvid Lindblad, British F4 frontrunners William Macintyre and Louis Sharp, GB4 dominator Tom Mills and F1 Academy podium finisher Abbi Pulling are the 10.

BRDC vice-president and F1 driver steward Derek Warwick is the chairman of the judging panel, which includes Award winners Andrew Kirkaldy, Alexander Sims and Darren Turner, three-time Indianapolis 500 victor Dario Franchitti, double British Touring Car champion Jason Plato, successful McLaren designer Mark Williams, top engineer Leena Gade, commentator Ian Titchmarsh and Autosport's Chief Editor Kevin Turner.

The judges, who reserve the right to introduce a wild card for drivers excelling during the closing stages of the season, will select the final four in the coming weeks. After testing on the Silverstone GP track in MotorSport Vision Formula 2, GT3 and LMP3 machinery, the winner will be announced at the Autosport Awards on 3 December.



TAYLOR BARNARD

13th in FIA F3 with Jenzer Motorsport

This protege of German team PHM Racing did a fantastic job on his step from F4 to Formula Regional Middle East to finish as runner-up. With the unfancied Jenzer team in F3, he has qualified on the front row at Barcelona and won at Spa.



JAMES HEDLEY

4th in GB3 with Arden VRD

This is Hedley's fourth year in single-seaters after taking the 2019 Ginetta Junior honours and Arden is his fifth different team, but things seem to have clicked this time around. It was a late deal, yet he is proving to be a genuine title contender.



TOM MILLS

1st in GB4 with KMR Sport

GB4 is not the strongest of championships to feature on this list but there's no denying the way Mills has dominated the opposition with his family-run team in his second season at this level. Eight wins from the first 14 races is impressive.



ABBI PULLING

5th in F1 Academy with Rodin Carlin

The Lincolnshire racer, with strong British F4 and W Series form under her belt, was a favourite for the all-female F1 Academy but it's not been plain sailing. She has taken poles at Monza and Paul Ricard, with three seconds her best race results.

CONTENDERS CHOSEN



ARVID LINDBLAD

1st in Italian F4 with Prema Racing

Of Swedish descent but based in Surrey, Red Bull Junior Lindblad has only just turned 16 but has already won six races in Italian F4 with Prema Racing and tops the table. Not bad considering he has Ferrari and McLaren junior team-mates.



JOSEPH LOAKE

3rd in GB3 with JHR Developments

Two inconsistent British F4 seasons didn't suggest Loake would be a title contender upon progressing to GB3 this year. But three wins in the first five races against more fancied opposition was a statement of intent, even if he's now slipped back a little.



WILL MACINTYRE

1st in British F4 with Hitech GP

Other drivers have scored more wins than Macintyre but it is the Hitech teenager's consistency that has propelled him into British F4 title contention following his runner-up finish in Ginetta Junior last year. He has scored more podiums than his rivals.



MATTHEW REES

5th in GB3 with JHR Developments

It wasn't a great start to the 2021 British F4 champion's sophomore GB3 campaign but he's struck form in the most recent two events with a win and three poles to ensure he's still (a slightly distant) part of the title race.



LOUIS SHARP

2nd in British F4 with Rodin Carlin

Sharp may be a surprising name here given his Antipodean accent, but the Kiwi was born in Nottingham and has a British passport, so is eligible. He has scored the most wins in British F4 and is firmly in the title mix.



CALLUM VOISIN

1st in GB3 with Rodin Carlin

After narrowly missing out on third in last year's GB3 standings, Voisin was the highest-ranked driver to continue for another campaign. It's therefore perhaps not a surprise to see him *just* leading the points, although it is surprising he's yet to win.



Palou turns his back on McLaren to stay at Ganassi

INDYCAR

IndyCar champion Alex Palou has sparked another summer of courtroom drama by apparently breaking his agreement with McLaren and seems set to stay with Chip Ganassi Racing next year.

The 26-year-old was set to transfer to the Arrow McLaren IndyCar squad for 2024, having signed a contract in July 2022. Ganassi contested that by launching a lawsuit against its own driver, which resulted in a mediation settlement whereby Palou raced for Ganassi in IndyCar but took up his reserve F1 driver role with McLaren. That involved an FP1 outing at the 2022 United States Grand Prix and three tests in its TPC programme (testing of previous

cars) at Barcelona, the Red Bull Ring and the Hungaroring.

But news of Palou's U-turn broke last Friday when a letter from McLaren Racing chief executive Zak Brown was leaked, which revealed that Palou had "no intention of honouring his contract". Palou also split with his management team, which stated: "Monaco Increase Management is bitterly disappointed to learn about Alex Palou's decision to break an existing agreement with McLaren for 2024 and beyond."

Chip Ganassi then issued a statement claiming ownership of Palou and criticised McLaren: "Alex Palou has been a part of our team and under contract since the 2021 season. It is the interference of

that contract from McLaren that began this process and, ironically, they are now playing the victim."

McLaren is now expected to launch legal action against Palou, and Brown added in his letter: "This is incredibly disappointing, considering the commitment he has made to us both directly and publicly and our significant investment in him based on that commitment."

In other IndyCar driver news, IMSA SportsCar star Tom Blomqvist has been confirmed as a full-time driver for Meyer Shank Racing in 2024, taking over from Helio Castroneves – who will drive a third MSR entry in the Indianapolis 500 as he bids for a record fifth win.

CHARLES BRADLEY

Super Formula edges closer to F1 support race



SUPER FORMULA

Super Formula has taken a step closer to holding a race on the support bill of the Formula 1 Japanese Grand Prix in April. The Japanese single-seater series is understood to be working on plans to hold the second round of its 2024 campaign at Suzuka on the same weekend as F1 visits the track on 5-7 April.

A provisional calendar was released featuring seven race weekends, but with a conspicuous two-month gap between the first and second rounds into which the F1 support race would slot. However,

questions regarding scheduling and where the SF teams would be based while the main paddock is occupied by F1 remain unresolved.

Should the race go ahead, it would create an eight-round, 10-race schedule (with two rounds being double-headers) for the 2024 season. Suzuka is already slated to hold the opening race on 9-10 March, around a month earlier than this year's Fuji curtain-raiser, as well as a double-header to round off the calendar in November. That could mean four series races take place at Suzuka for the first time since 1994.

JAMIE KLEIN



Leclerc: I want to stay at Ferrari

FORMULA 1

Charles Leclerc is ready to commit to a long-term Formula 1 future at Ferrari, even though other F1 options exist.

The Monegasque's current contract runs out at the end of 2024 and there has been no rush from either his side or Ferrari's to get an extension sorted out. That delay, allied to a frustrating campaign with Ferrari in which he currently lies fifth in the points, triggered speculation about other teams vying for Leclerc's services. Frontrunners Mercedes, Aston Martin and Red Bull have all been viewed as potential options for him as there could be vacancies by 2025.

But Leclerc has made it clear that his priority is to fulfil his dream and win the F1 championship with Ferrari. "Of course, I think every driver has considered their different options, once they get the [possibility]," he said. "But I have a huge love of Ferrari. And my first target and my first dream is to become a world champion with Ferrari, more than anything else. So, if there's a slight opportunity for that, I will have no doubt about pushing to stay."

Leclerc (below) played down any suggestion that the delay in getting contract talks under way was anything to be worried about, as he understood that Ferrari had to concentrate on performance. "I just think it is not probably the priority at the moment: not for me, but neither for the team," he added. "We are just focusing on what's really important now. It is to be as competitive as quickly as possible again. The realistic target is to be the strongest team after Red Bull and to close the gap. Then, for 2024, there are no doubts that in everybody's mind the target is to be back on top and fighting Red Bull."

JONATHAN NOBLE



SCHUEY FERRARI FOR SALE

Michael Schumacher's 2002 Australian Grand Prix-winning Ferrari will go on sale at RM Sotheby's Monterey auction this week (16-19 August). Ferrari F2001 chassis 215 was raced by Schuey in the opening two races of the season, winning at Melbourne and finishing third in Sepang before the F2002's arrival.

NO SAUDI FOR 2024 WRC

The World Rally Championship is set for a 13-round calendar in 2024 while plans to expand into Saudi Arabia are expected to be shelved until 2025. Championship promoters had been working on an expanded 14-round schedule for next year that would have included a new desert-based round in Saudi Arabia, but a deal was unable to be reached in time and has been pushed back.

WALES TO GET ERC SLOT?

Wales has emerged as a strong candidate to secure a round of the European Rally Championship next season. The UK has not hosted a WRC round since 2019 but the prospect of international rallying returning has increased following the news that Rali Ceredigion is in discussions to join the ERC.

TOYOTA TO STAY IN WRC

Toyota is committed to the World Rally Championship for the long-term, according to the car maker's chairman Akio Toyoda. He also expressed a desire to attract more manufacturers to join Toyota, Hyundai and M-Sport in the WRC.

GRAGSON AND TEAM SPLIT

Legacy Motor Club and Noah Gragson have officially parted ways following the Cup rookie's indefinite suspension in response to an Instagram post that Gragson liked, which appeared to mock the 2020 murder of George Floyd at the hands of Minneapolis police officers. The 25-year-old has apologised for his actions and hopes to follow the reinstatement process to return to NASCAR. Mike Rockenfeller raced the #42 Chevy at Indianapolis last Sunday.

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VECTOR TO STAY IN LMP2

The British Vector Sport squad intends to remain in the LMP2 class when it moves up to Hypercar in the World Endurance Championship with the new Isotta Fraschini Tipo 6 LMH Competizione in 2024. It is planning to file at least one entry for the European Le Mans Series and the Le Mans 24 Hours with the ORECA-Gibson 07.

ALBUQUERQUE TO ELMS

United Autosports regular Filipe Albuquerque will return to the team's ELMS line-up at Aragon on 26 August for the first time since winning the title with Phil Hanson in 2020. The Portuguese will replace Nelson Piquet Jr, who will be racing in Brazilian Stock Cars at Goiania, alongside Andy Meyrick and Daniel Schneider in an ORECA-Gibson 07 entered in LMP2 Pro-Am.

EREBUS RELEASES BROWN

Supercars race winner Will Brown is free to replace Shane van Gisbergen at Triple Eight after his Erebus team confirmed an early contract release. Brown, who was under contract with Erebus until the end of the 2024 season, recently emerged as the frontrunner to replace NASCAR-bound van Gisbergen.

NEW DRIVE FOR GUERRIERI

Former World Touring Car and WTCR race winner Esteban Guerrieri will join the TCR World Tour and TCR South America joint events in El Pinar and La Pedrera. The Argentinian will drive a Toyota Corolla GRS entered by the newly established team Bratton Tito Bessone, directed by local touring car legend Ernesto 'Tito' Bessone.

MARQUEZ STAYS AT GRESINI

Gresini MotoGP rider Alex Marquez will remain with the squad for the 2024 season. The younger brother of six-time champion Marc first entered the MotoGP ranks in 2020 with Honda and took his first win in the sprint at Silverstone (below) earlier this month on a Gresini Ducati.



GOLD AND GOOSE/MOTORSPORT IMAGES



LUCARIVA

Lambo Hypercar hits the track

WEC/IMSA

Lamborghini's new SC63 LMDh prototype is up and running. The World Endurance Championship and IMSA SportsCar Championship challenger underwent its first proper test last week.

The first SC63 chassis based on the spine of the next-generation Ligier LMP2 completed 1500km (950 miles) over two days at Imola with Andrea Caldarelli, Mirko Bortolotti and Daniil Kvyat driving. It was run by a combination of the in-house Lamborghini Squadra Corse motorsport department and the Iron Lynx team that will exclusively race the car from next year.

The test followed a shakedown for the hybrid prototype at Vallelunga at the start of this month. It means that Lamborghini has got the car on track on the schedule it outlined on its launch at the Goodwood Festival of Speed last month.

Lamborghini has so far released few details of its test programme, except that the focus has been on calibration and data acquisition. That included the first track development of the bespoke 3.8-litre twin-turbo V8 developed by Squadra Corse for the SC63.

"It's the first time that we're involved in such a big project starting from scratch and there are many people working together, so the first task is to create the right atmosphere and build a team," said Iron Lynx team principal Andrea Piccini.

"Since we drove the car out of the pits in Vallelunga, the drivers reported a general positive feeling.

"We didn't have any major issue so far, step by step we're driving longer stints, learning the car and getting faster. Still a long way to go, a lot of debugging and development needed, but the first impression is definitely positive."

Testing will continue at Paul Ricard and then Spa this month. A move of the test programme to North America is expected as early as September when the second chassis comes on stream.

Romain Grosjean, the other driver confirmed by Lamborghini for its six-strong 2024 roster, was absent because he was driving for Andretti Autosport in IndyCar last week. Confirmation of the remaining drivers is planned by the end of the year, ahead of the SC63's race debut in the opening round of the 2024 WEC at Qatar in early March.

GARY WATKINS



LUCARIVA



The Hulkenberg revival

The German driver has shone on his return, admitting that his break from Formula 1 has helped him improve his confidence and his performance

ALEX KALINAUCKAS

On the final lap of the 2019 Abu Dhabi Grand Prix, Carlos Sainz made a do-or-die move. The driver upon whom he sold a beautiful dummy into a corner that no longer exists at the Yas Marina track? Nico Hulkenberg.

“[Sainz’s dive] cost him what might well have been his final point in F1,” stated the 12 December 2019 issue of Autosport magazine. Well, we were wrong about that – just five races into the 2020 COVID-19-impacted season.

A combination of factors played against Hulkenberg in 2019 and led to his temporary exit from F1. The first was that his Renault team was targeting the first phase of morphing into the current Alpine arrangement. The second was that Hulkenberg had gone from being Renault’s established leader to trailing team-mate Daniel Ricciardo in a crucial area. But it’s one that he recognised then, and has now played an important part in his 2023 return.

After joining Haas to replace the crash-prone Mick Schumacher, Hulkenberg has established himself as the US squad’s leading driver. Incumbent team-mate Kevin Magnussen started strongly, but has tailed off since his impressive battles with Charles Leclerc’s Ferrari in Miami – the scene of the Dane’s sole 2023 Q3 appearance so far. Hulkenberg, meanwhile, has shone against the clock, making the final qualifying cut six times. He also registered second in Canada Q3 before being penalised

“Hulkenberg says he and Steiner are ‘pretty similar’. He enjoys his boss’s ‘big library of jokes’”

for a red-flag infringement. Hulkenberg’s seventh place in the Australian GP remains Haas’s best result this season.

Hulkenberg is unequivocal that he’s “100%” happy with his decision to target a full-time F1 return, even as the 12 races he’s completed so far this term extend his record of starting the most races in the championship without scoring a podium. This, though, is a statistic he thinks should be viewed differently. “I think if I would be so bad, I would’ve not managed to stick around [for nearly] 200 grands prix,” he points out. “So, there must be some good in there too somewhere.”

There is a particular positive energy around Haas. It has escaped the negative spiral of financial threat and team-mate wars that enveloped its previous four years. But, for all that positivity, it remains true that, barring a shock set of

circumstances in one of the remaining 10 events in 2023, the VF-23 is not the package that is going to take Hulkenberg to the F1 podium for the first time.

The car just loses “total grip”, says Hulkenberg, when running in traffic. And this, the soon-to-be 36-year-old says, is “not just one particular area or one axle”. This restricts Haas’s chances of progressing in races as the tyres slide and overheat, forcing its drivers to either back off their pace with big DRS trains forming behind them, or get trapped following others.

Haas currently has a car that can really only shine in qualifying, but it seems that the area Hulkenberg knew he had to improve upon as he faced the F1 exit in late 2019 is both a boon on Saturdays and also provides a tyre management gain in races too. This is the ability to manage a sliding rear end at high speed that has made Red Bull’s Max Verstappen such a stunning F1 racer in recent years, since he can do this in races too without destroying his tyres.

“In the past, I feel I was a bit too sensitive about it [rear-end instability],” Hulkenberg says. “Especially when I compare with the top guys like Max, who is very tolerant – he’s probably the best. I wanted to be less sensitive, accept it more, work with it. Obviously, there is [only accepting it] to a certain degree because if you slide too much and you heavily damage the tyres, that’s no good. You have to find the right balance. But I think that’s something where the break [after 2019] has also helped me. To realise that this is kind of normal and I need to accept it and just work with it more, rather than just trying to complain about it.”

The rear-end-instability question goes back to Hulkenberg’s 2019 Renault exit in that he felt he had coped better with this in 2018 while alongside Sainz. But then, versus Renault’s big-money signing Ricciardo the following year, he was “struggling more with it than Daniel”. “It’s always a moving target – it’s dynamic,” Hulkenberg explains. “There are so many other factors why that is. And a lot is just mental. And that ultimately then decides about your confidence level.”

Although Haas is searching for the answers to help it recover to its occasionally podium-bothering F1 performance level, or even surpass that, Hulkenberg is seemingly operating in that confident state he desired. So far in 2023, there has still been the occasional type of error that littered his career to the end of 2019, such as that Montreal Q3 gaffe. But it’s clear that Haas appreciates his overall stability. Hulkenberg says he and team boss Guenther Steiner are “pretty similar” in being “no bullshit”. And Hulkenberg enjoys his boss’s “big library of jokes”, plus being able to talk in German together. When asked if he will be back with Haas in 2024, Hulkenberg doesn’t hesitate: “Probably, yes!”

He’s confident and he should be. Relative to his car circumstances, this has been a successful F1 comeback so far. ✎



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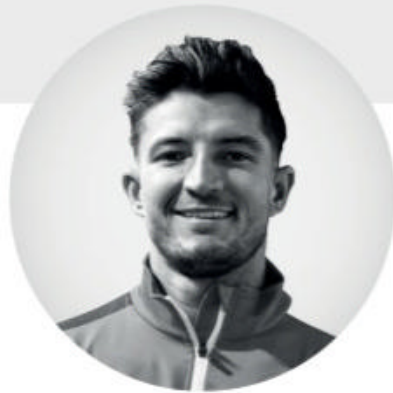


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Highs and lows of a title tilt

After a dramatic season, the first Brit to top the Formula E table gives his thoughts on his championship-winning campaign

JAKE DENNIS

Trying to express my emotions on winning the Formula E world championship is always going to be difficult. It's not just this year, it's so many years of hard work that have gone in to try and become the best in the world at something.

It just means the absolute world to me and the whole Andretti Autosport team. Seeing the emotions of everyone in London at the finale was something that I never expected, just how much it meant. It was an incredible feeling and it still gives me goosebumps now thinking about becoming world champion. Being the best in Formula E is something so special. I'll definitely never forget it.

It's hopefully something I get to experience again, but you only ever become world champion for the first time once, and I feel like nothing will ever come close to that moment.

We left Valencia after pre-season testing thinking that we had one of the slowest powertrains, we weren't efficient at all. We were slow, we were lacking pure pace and it was a difficult off-season. I just went into it thinking this is going to be a season at the back, so to win the opening round in Mexico was just so unexpected. When that happens it becomes even sweeter.

We then left the next rounds in Saudi Arabia thinking that we're in the best position ever, we've got the most efficient powertrain, everything was in our favour. Then basically from the end of January until April I didn't score any points.

They were all flyaways and single-header races, which means you're away from your family so much. You are still doing all the simulator work, still doing all the preparation, and to not come home with any reward was so mentally challenging. I could see the morale in the team at times being low, there's no denying that. You could see how much they were putting in towards it and I couldn't deliver the results that they deserved.

I just kept trying to have a reset after each race, but when you do it three or four races in a row the novelty wears off pretty quickly and you think, 'Is this really worth it?'. Thankfully Pascal Wehrlein wasn't scoring massive points at this stage of the season and Nick Cassidy and Mitch Evans were coming back from a really rough start to the season.

Obviously, they were winning races by this point, but I never once thought that I can't win the championship. Every race I still felt like I could do it, I've got the Porsche powertrain behind me, I've got the team behind me to fight for race wins, I can turn this around. And that's exactly what we did.

The level between Nick, Mitch and I has been so high this year. I felt like none of us had a day off, all of us have been working so hard to try and win this championship. Every lap, every session mattered, and I felt like whenever I delivered a good lap in



qualifying, those guys were also qualifying right at the front.

They were performing, they were winning races. I was scoring podiums – but even the podiums felt like they weren't enough. I left Portland with a second place, a home race for the team, a huge event for us, and I was annoyed that I'd finished second. That was the sort of level that we were working towards. If you don't win the race, it's not good enough.

We obviously came out on top, but these boys were pushing me so hard and whoever had won would have deserved it.

That race in London felt like I had everything thrown at me. Safety cars, red flags, the overtakes which were going on, it was all just so intense. I just felt like I had 21 drivers all going up against me and it was so difficult to control what I was feeling inside of the car. I was only speaking to my engineer at that point and just felt like I was alone, I wasn't having any support, especially from my team-mate and the other Porsche cars.

After the first red flag I spoke to my manager and just needed a reset of what was going on because the race was so intense, and he gave me good clarity, he gave me the confidence that I could do it. I just went into my driver's room and had a moment to myself with no cameras, nobody else, just trying to control everything that was going on.

It was a good thing in terms of being able to keep my emotions in check, have a bit of a rest. I was thinking, 'I can actually win this thing if I deliver, and I perform', and that was the case in the end.

I am backing myself to try and win the championship again, but it's going to be difficult. The Porsche guys and I are going to be working really hard to try and turn what has become a small performance deficit to Jaguar around and come back in Mexico in January and win this championship again. 🏆

 **P38 FORMULA E SEASON REVIEW**



MCLAREN'S WINNERS BACK ON TRACK

Three famous machines – MP4-14, MP4-23 and MP4-25 – deliver a taste of what was experienced in period by Mika Hakkinen, Lewis Hamilton and Jenson Button

KEVIN TURNER

Additional reporting by **MARK PAULSON**

PHOTOGRAPHY **JEP**

SEEING FORMULA 1 CARS ON TRACK, PARTICULARLY IN AN unusual environment, is always special. And the chance to join McLaren Heritage while it runs three of its grand prix winners at remote Welsh track Pembrey was too good an opportunity to miss as Autosport geared up to celebrate 60 years of the famous British squad.

The day brought together Mika Hakkinen's 1999 title-winning MP4-14, one of the MP4-23s used by Lewis Hamilton on his way to the 2008 crown, and a victorious MP4-25 driven by Hamilton and Jenson Button in 2010. That means we have McLaren's two most-recent championship winners, as well as a runner-up.

On hand to drive the cars is ex-sportscar racer Rob Garofall, who has been McLaren's trusted driver for its impressive array of historic machinery for seven years. He's driven nearly 80 McLarens so is well-placed to comment on the line-up. "I've driven more McLaren racing cars than anyone in the world, all the eras, from DFV to TAG, Honda V6, V10, V12, Mercedes V10s and V8s," says the 51-year-old. "Even now I have to pinch myself."

He's also surrounded by many of the personnel who worked on the cars in period, which is a boost both from a nostalgia point of view and a pragmatic one. "It's not just the cars, it's people like Indy Lall who ran them in the day and you get the stories of what happened," adds Garofall. Problem-solving is part of the job as well, for example when a 1992 MP4/7 had a gearbox issue on a previous test: "We're rediscovering problems and finding solutions – or the people who did the solutions at the time!"

Garofall also enjoys spotting differences between cars that look the same. For example, David Coulthard wanted a third pedal – "a clutch pedal for if it's spinning" – and a round steering wheel, while Mika Hakkinen had two pedals and a 'butterfly' wheel. Hakkinen's cars, such as the MP4-14 here, also had hooks on pedals for Mika to put his feet into, not that Garofall uses them!

With the sun out and the track drying, it's time to get things under way and it's the 2010 car that's up first. Thanks to the ban on refuelling and the need for bigger tanks, the car looks a lot longer than the other two. In fact, McLaren's design was long even compared to its 2010 rivals in an attempt to maximise the diffuser. It also has simpler aero than the 2008 car following the big rule changes for 2009, complete with a narrow rear wing. "The regs were restricted >>





Tester Rob Garofall has driven more McLaren racing cars than anyone else



**McLAREN
IN F1**

Starts 936
Wins 183
Poles 156
Fastest laps 161
Drivers' titles 12
Constructors' titles 8



Piers Thynne and
Indy Lall have vast
combined experience

in terms of floor and aero,” confirms McLaren chief operating officer Piers Thynne, who joined McLaren in 2008.

That’s not to say there wasn’t room for innovation. While McLaren initially missed the double-diffuser ‘trick’ of 2009, it did pioneer the use of the famous F-duct to reduce drag the following year, not that we’ll be needing the soon-banned system today. The MP4-25 wasn’t quite a match for Red Bull’s RB6 across the season, particularly on bumpy circuits, but it did score five wins (one by our test car, Hamilton leading Button in a 1-2 in Turkey), and McLaren was second in the constructors’ championship.

Even on a non-competitive day, one big consideration is the Mercedes 2.4-litre V8, which needs to be carefully monitored before Garofall can be let loose. McLaren has an ongoing heritage programme with Mercedes, and Paul Hodgson is on hand to help with the three Merc-powered machines at Pembrey. It underlines the complexities of these cars that so many people with top-level F1 experience are still needed to run the ‘old’ racers.

“You have to have a great relationship with your engine partner,” adds Thynne. “In terms of testing you either need the original or to emulate it. We want to make sure we can run things forever.” Where appropriate, that means using modern materials or techniques to replace ageing parts, such as the heat shield on the MP4-25. “We make it look as period,” adds Thynne. “We keep the original stuff but use modern electronics, for example, to make it run.”

Thermal management is important on the later Mercedes engines. They need to be kept in a relatively narrow operating window so there

“It doesn’t matter how many times you do it, it still shocks you. Your brain has to catch up, it’s immense”

are sometimes fire-ups two to three hours before runs. The engineers control the fire-up and monitor vital signs before handing over to Garofall to take the car out. “It’s going to be mine in a moment,” he says, more calmly than most would manage in similar circumstances.

And then he takes it out, running a few flying laps before coming in to hand over to owner and GT racer Mark Radcliffe. As with the rest of the trio, fans are at the ready every time the car comes in to keep them cool, but the performance is still staggering.

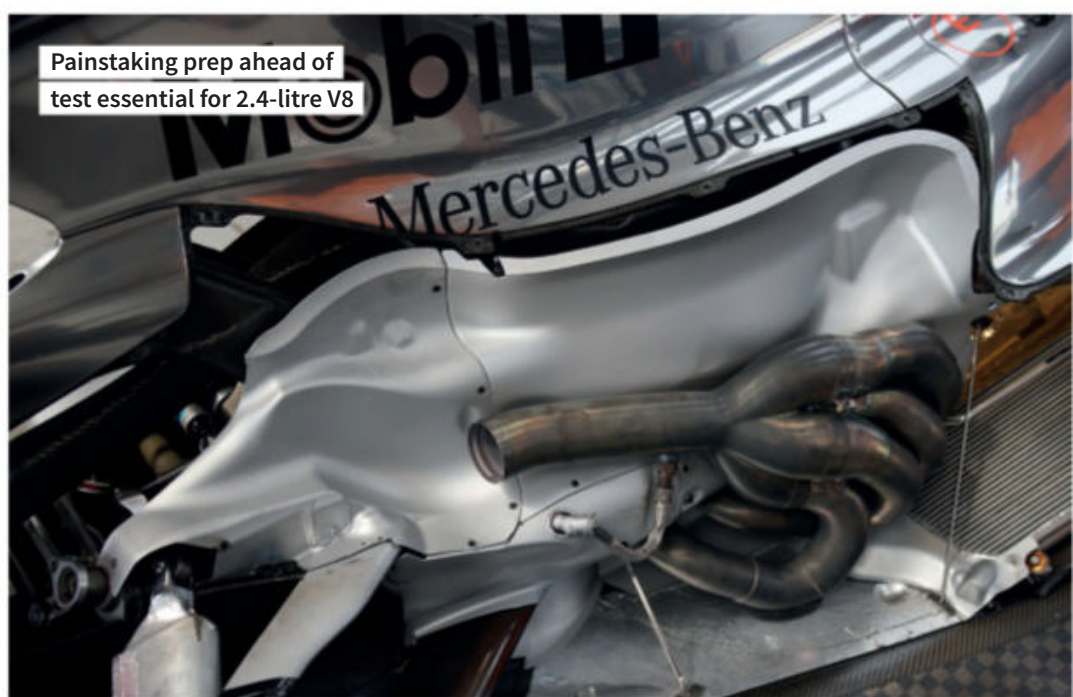
“It doesn’t matter how many times you do it, it still shocks you,” says Garofall. “Your brain has to catch up, it’s immense. You realise just how fit the guys are – the forces on your neck under acceleration and lateral G are incredible. And that’s just driving at 80%. We’re nowhere near the capacity of the brakes. Even coming off the power, with the aero you’re on the belts.

“It’s the purest thing to drive because it does what you want it to. There’s not a feeling that comes close. It sounds scary from the outside, but when you’re inside the car and in control it’s not.”

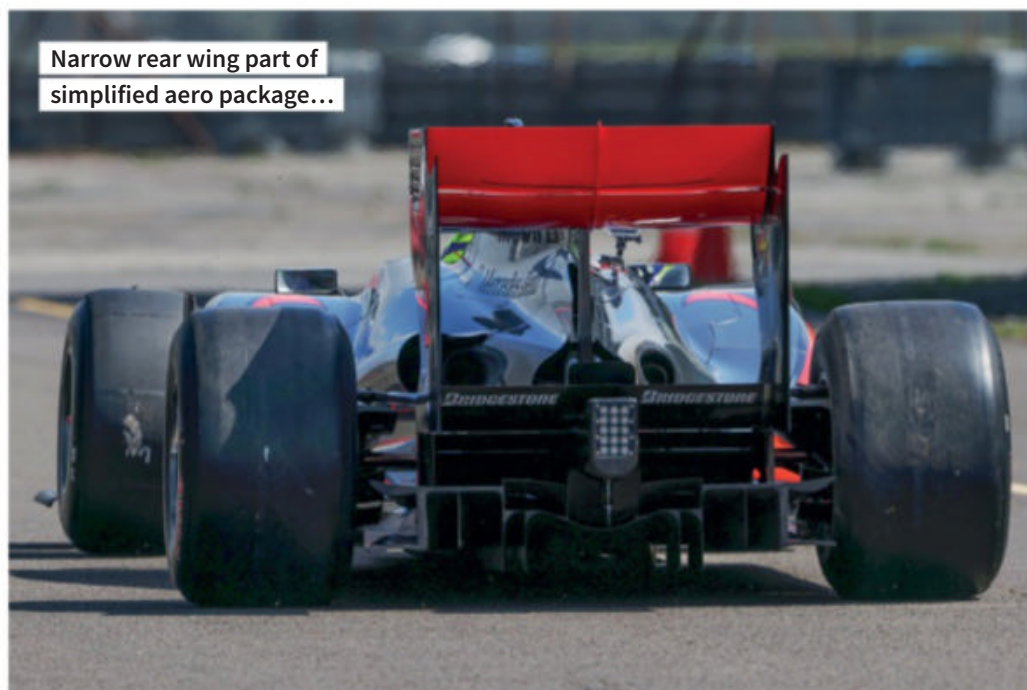
Attention swiftly turns to the MP4-23. It’s smaller and lighter than >>



MP4-25 a comparatively
long design in a bid to
maximise the diffuser



Painstaking prep ahead of
test essential for 2.4-litre V8



Narrow rear wing part of
simplified aero package...



MP4-25A-01

Year	2010
Drivers	Lewis Hamilton (four races), Jenson Button (five races)
Engine	Mercedes-Benz FO 108X V8
Power	810bhp
Weight	620kg*
Wins	Turkish GP (Hamilton)
Podiums	Chinese GP (Hamilton), Abu Dhabi GP (Button)
Drivers' championship	4th (Hamilton), 5th (Button)
Constructors' championship	2nd

* All weights include driver but not fuel



...that was introduced in 2009 rules shake-up

OTHER MILESTONE F1 McLARENS



M 7

Years 1968-69 Wins 4

Less than two years after Bruce McLaren gave his eponymous marque its first Formula 1 world championship start with the M2B, the 1968 M7 made McLaren serious players. The work of Robin Herd and Gordon Coppuck, the M7A was powered by the Cosworth DFV that had revolutionised F1 with Lotus in 1967. The orange cars scored a 1-3 on the M7's debut at the Brands Hatch Race of Champions, before Denny Hulme led McLaren in a 1-2 at Silverstone's BRDC International Trophy. Bruce got McLaren off the mark in the world championship with victory in the 1968 Belgian GP, while Hulme went to the finale still in with a chance of the crown after taking two wins. McLaren was second to Lotus in the constructors' table and the improved M7C continued the momentum. Both drivers were invariably in the points, and Hulme rounded out the M7C's factory career with victory in the 1969 finale in Mexico City. McLaren had to wait until 1972 and the M19 to win again, but the M7 had established the team as a contender.



M 23

Years 1973-77 Wins 16

The first great F1 McLaren, the Gordon Coppuck-designed M23 followed the Lotus 72 and McLaren's own M16 Indycar in having the radiators in the sidepods and a chisel nose. Instantly rapid in 1973 – Denny Hulme scored his only world championship pole in the M23 – it took three victories. When Emerson Fittipaldi arrived the following season, things stepped up a gear. McLaren took four wins and its first constructors' and drivers' titles, with Fittipaldi adding to his 1972 crown scored with Lotus. The M23 had to play second fiddle to Niki Lauda and the Ferrari 312T in 1975, but the arrival of James Hunt to replace Fittipaldi provided a boost for 1976. Hunt was best of the rest behind Lauda and became a title contender when the Austrian had his awful crash at the Nurburgring, missing two further races. Hunt's third at the Fuji finale gave him the drivers' title by one point, though Ferrari retained the constructors' championship. Hunt took three fine poles at the start of 1977 before the M23 was replaced by the M26.

MOTORSPORTIMAGES

the 2010 machine, with a similar screaming V8, but what really strike you are the intricate aero flicks and touches all over the place. This car, built later in the season and which took Hamilton to victory in the German and Chinese GPs, even has the ‘dumbo’ wings on the front.

“We pushed the evolution to the bitter end, racing Ferrari,” says Rory Clements, who worked on the car in period and is part of the Pembrey team, of the relentless development around Hamilton. “We hardly saw the race team. If we weren’t circuit testing, we were aero testing. Everything changed and it made it harder and harder to get the driver in the cockpit. Because you had the time you filled it.”

Engineering director of the time Paddy Lowe described the “extraordinary” development race in 2008 as “like a war” and reckoned the MP4-23 was more than a second per lap quicker at the end of the season than it had been at the beginning. “Pre-cost cap the quantity of parts that were manufactured was higher,” adds Thynne. “An early-spec MP4-23 looks almost like a different car.”

“We pushed the evolution to the bitter end, racing Ferrari. If we weren’t circuit testing, we were aero testing”

Ferrari (with eight wins) narrowly pipped McLaren (six successes) to the constructors’ championship but, of course, Hamilton famously secured his first F1 crown on the final lap of the season-closing Brazilian GP. “We watched Lewis evolve as a driver,” adds Clements. “He was obviously already very good but that was the springboard.”

“You’d change a part, perhaps the bargeboard, and they’d look almost identical, but Lewis could tell,” reckons Thynne.

The car is apparently running on wet tyres, but Garofall says that’s not as much of a downer as you might think. “The tyres use dry compound with a wet pattern,” he explains. “It just gives us options if it’s wet.” Tyre blankets aren’t used for these sorts of runs, so the compound has to be soft. “We can get out and get on and not worry about tyre temperatures,” adds Garofall.

Sadly, his run is cut short when a gearbox problem becomes apparent, though his mechanical sympathy is on show as Garofall shuts things off early to avoid serious damage. “There were no nasty noises,” he reports. “That’s what this is about. It’s not run for 10 years and it’s only when you put the car under load you find out.”

It’s a shame, but Garofall has driven Hamilton’s 2008 Brazilian GP chassis and already has things to say about McLaren’s most-recent title winner. “Even on a short run you can feel the aero difference to the 2010 car,” he says. “It’s just a lot more sure-footed.”

It might seem strange to leave the oldest car until last, but it’s fair to say that most people present are waiting for the MP4-14 to burst into life. Aside from the silly grooved tyres F1 used between 1998 and 2008, the car *looks* right. It’s small and neat, without the complicated aero work on the MP4-23, and seems to be about half the size of a modern F1 monster. It also represents the end of an F1 era.

“It’s the ultimate hand-crafted F1 car,” says Thynne, pointing to parts such as the radiators. “Within a couple of years pretty much everything was machined.” It’s a similar story with the design – “CAD was not advanced enough to do all the work”, so drawing boards were still part of the MP4-14’s gestation.

The 24-year-old car also requires old 16-bit laptops (as opposed to 32-bit or 64-bit) with MS-DOS to work properly, though work is ongoing to get the same functionality with modern computers. The team always brings at least two old laptops, just in case...

“Modern laptops can be used but for resetting parameters we have to have the original laptop,” says systems engineer Julian Coates, who moved into Heritage three years ago. “I’ve just rebuilt five of them using components from the stock we have. In period they were operated by people who designed the system.” Then it was developed so that “mere mortals” could also run them!

In some respects, the MP4-14 is the most sophisticated car of the three thanks to the use of exotic materials in the engine, such as >>





MP4-23 was developed relentlessly in fight for supremacy with Ferrari

MP4-23A-06

Year	2008
Driver	Lewis Hamilton (five races)
Engine	Mercedes-Benz FO 108V V8
Power	810bhp
Weight	605kg*
Wins	German GP and Chinese GP
Poles	Canadian GP, German GP, Japanese GP, Chinese GP
Drivers' championship	1st
Constructors' championship	2nd

* All weights include driver but not fuel



...including 'dumbo' wings on the nose

OTHER MILESTONE F1 McLARENS



MP4/1

Years 1981-83 **Wins** 6

Eight McLarens have won an F1 title and the MP4/1 is not one of them. But it is far more significant than its tally of six wins across three seasons suggests. McLaren was in the doldrums when Ron Dennis took control, and the John Barnard-designed MP4/1 of 1981 was the first product of the new era. It was the MP4/1 that made the use of carbon fibre monocoques ubiquitous in F1. The light and stiff machine brought McLaren its first win in nearly four years when John Watson triumphed at Silverstone, and Watson finished sixth in the points. McLaren's hand was strengthened when Niki Lauda was tempted out of retirement to replace Andrea de Cesaris. Watson and Lauda each won two races in 1982, Watson narrowly missing out on the title. He then triumphed at Long Beach in 1983 from 22nd on the grid in the flat-bottomed MP4/1C. Even towards the end of its life, the MP4/1 had a major role to play, contesting the last four races of 1983 with Porsche power in preparation for the finest F1 McLaren of all...



MP4/2

Years 1984-86 **Wins** 22

The MP4/4 is more famous, but the MP4/2 should be regarded as the greatest F1 McLaren. It won more races over a longer period against stronger opposition. Thanks largely to Niki Lauda, teething problems of the TAG-badged Porsche turbo engine were ironed out at the end of 1983 with the MP4/1E, and the John Barnard-designed MP4/2 was the finest race package of 1984. Combined with the talents of Lauda and newcomer Alain Prost, the result was 12 wins from 16 races as Lauda pipped Prost by half a point. Prost got the title he deserved in 1985, despite a challenge from Ferrari, then took a second crown against the faster Williams-Hondas of Nigel Mansell and Nelson Piquet the next year. The MP4/2 received aero developments during its three-year life and, by the time the 'C' version was replaced for 1987, it had racked up 22 wins and five titles, both of which remain McLaren records. As well as truly launching the Ron Dennis McLaren era, the MP4/2 won titles on Michelin and Goodyear rubber.

MOTORSPORTIMAGES

beryllium, subsequently banned. Being the lightest car here, it has the best power-to-weight ratio. And, of course, it has a three-litre V10 engine. Whether you believe that V10s are simply a high point of F1's history or something it should be moving back to, there can be no doubt about their appeal. They are awesome.

"All of the cars are incredible, but you can't beat the V10," reiterates Garofall. "They're just angry and aggressive and good. It's also the car Mika crossed the line with at Suzuka to win the world championship, which makes it extra special."

Back in 1999 engines were changed constantly – no grid penalties in those days – so they were designed to cover short distances. That means they need to be run sparingly and explains why McLaren likes to use sympathetic drivers such as Garofall. But that doesn't stop the car sounding incredible as it wails around Pembrey on its own.

Mercedes engines arrived for 1995 after McLaren's troubled year with Peugeot, but things did not initially run smoothly. "To start with it was tough," says test team manager Lall. "One season we spent six weeks at Estoril with the engines popping left, right and centre. But it was a great era. The whole technical side evolved. Mercedes took care of the engine, McLaren took care of the chassis. It was good designers collaborating and Ron Dennis getting the right drivers."

By 1997 the combination was working well, with Hakkinen and Coulthard on the driving strength. Throw in design genius Adrian Newey, who joined from Williams, and McLaren was ready to win again when the 'narrow' F1 cars arrived in 1998. The MP4-13 was the season pacesetter, won nine of the 16 races and both titles, McLaren's first since 1991. The MP4-14 was an evolution, but Hakkinen – who speaks to Autosport a few weeks later at the Goodwood Festival of Speed – reckons it was a trickier beast. "It was an incredibly fast car, a super-quick car," says the Finn. "But not very nice to drive, comparing it, for example, to the 1998 car, which was beautiful to drive. The first time I drove the 1999 car, I thought, 'This is going to be difficult'.

"It was very much on edge. There was one more groove [on the front tyres], so it became very difficult to drive. But when you got it right, my God it was quick, scary-quick. The aerodynamics were better, engine better, everything – every little detail a little better."

Garofall isn't exploring the limits quite as far today, but he's going fast enough to stretch the V10's legs. "It feels much more angry, much more aggressive than the V8s," he says after his run. "The speed at which the revs climb, it revs so freely. It's instant."

"The aero is a lot more simple. It's more mechanical, you can feel what's going on. There's more feel, where the 2008 car is more reliant on the aero and is planted. You've got to be more adventurous with the

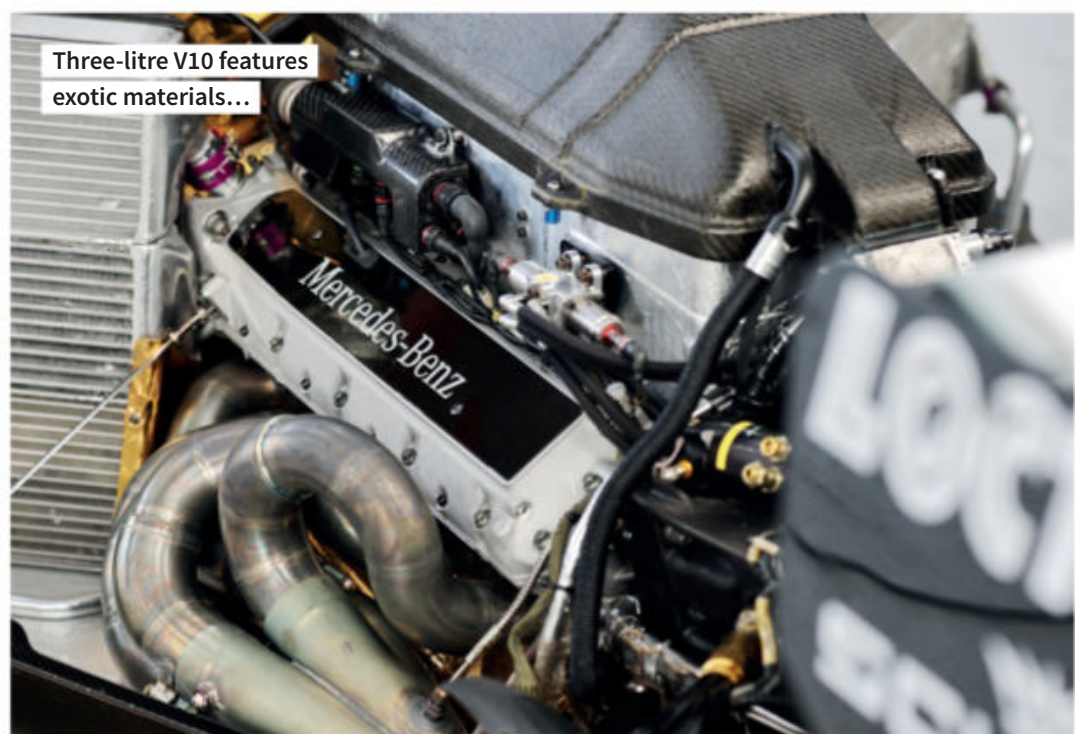
"It feels much more angry, much more aggressive than the V8s. It revs so freely. It's instant"

V8 car to get it to move around. It's not quite so advanced, it's not at the level of the 2008 car, though it's still incredible. But we're nowhere near the potential of the cars on these shakedown."

Of all the McLarens Garofall has driven, he picks out the 1990 title-winning MP4/5B (also a naturally aspirated V10) and Hamilton's MP4-23 as highlights, but there's a particular family of cars that stands out: "It's so hard to decide what order to put them in, but you can't beat the explosive power and feel of the Mercedes V10s. They were at the cutting edge of what was possible, 20,000rpm [by 2005], crazy."

So, if he had to race one, what would he go for? "The 2008 car with the V10 engine!" says Garofall. "It's a massive privilege to work for McLaren and do this. It's such an honour to get a taste of the cars."

Depending on your age, McLaren and F1 probably conjures images of M23s from the 1970s or Marlboro machines of its dominant 1980s era as much as it does of silver racers of the 1990s-2000s. But our Pembrey trio represent some of the most-recent successes many at the team are so eager to emulate in the years to come. And the sight and sound of Hakkinen's title winner will live long in the memory. ❧





MP4-14A-04

Year	1999
Drivers	Mika Hakkinen (six races), David Coulthard (three races)
Engine	Mercedes-Benz FO 110H V10
Power	810bhp
Weight	600kg*
Wins	Hungarian GP, Japanese GP (Hakkinen)
Podiums	San Marino GP, Spanish GP (Coulthard), Belgian GP, Malaysian GP (Hakkinen)
Drivers' championship	1st (Hakkinen), 4th (Coulthard)
Constructors' championship	2nd
* All weights include driver but not fuel	



Primordial 16-bit laptop required to bring car to life; Hakkinen liked different steering-wheel shape to Coulthard



OTHER MILESTONE F1 McLARENS



MP4/4

Year 1988 Wins 15

Ayrton Senna, Alain Prost, Honda power and the ‘lowline’ MP4/4 made for one of the most potent combinations in F1 history. In the final year of the first F1 turbo era, many teams ran naturally aspirated engines, but Honda pressed on with development of the new RA168E V6, which combined power and fuel efficiency to a level well beyond its rivals. Lotus failed to make good use of the same engine, leaving McLaren to dominate. Only one pole (thanks to Ferrari at Silverstone) and one win (due to an engine issue for Prost and Senna’s clash with Jean-Louis Schlesser at Monza) eluded the iconic MP4/4 in its 16 races. Seven-time winner Prost famously recorded more points but lost the title thanks to the dropped-scores rule of the time, leaving eight-time victor Senna to secure his first F1 crown. McLaren scored 199 points – all the other teams combined managed 201 – and led 97% of the racing laps in 1988.



MP4/6

Year 1991 Wins 8

The Honda V10-engined 1989-90 MP4/5 and 5B took 16 wins (a 50% strike rate) and four titles before the MP4/6 was involved in one of the great F1 title contests. Ayrton Senna took four wins at the start of the 1991 season, but the growing threat of Williams-Renault forced McLaren and Honda to push on with development. Senna held off the challenge of Nigel Mansell to take his third drivers’ crown with McLaren in four years, while McLaren pipped Williams by 14 points in the constructors’ battle. Senna gifted team-mate Gerhard Berger victory in the Japanese GP, and the MP4/6 finished the 16-race season with eight wins and 10 poles. It is also the only V12-engined car to have won an F1 championship. The ‘B’ version contested the opening two rounds of 1992, but the Williams FW14B had moved the game on and McLaren’s longest period of F1 success was over.



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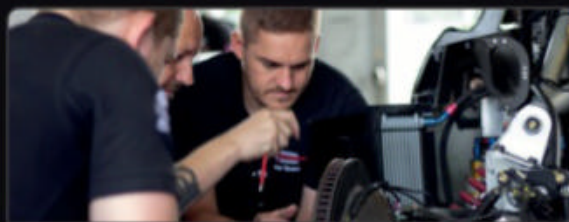
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RESTORING THE AMERICAN SIDE OF McLAREN'S TRIPLE CROWN

Johnny Rutherford's 1974 Indy winner inspired part of special 'Triple Crown' livery...



J. SUTTON

...worn by McLaren's F1 cars in Monaco and Spain

AS PART OF ITS 60TH anniversary celebration, McLaren adopted a special 'Triple Crown' livery for the Monaco and Spanish Grands Prix. It split the colour scheme in three – each nodding towards the McLaren cars that have won the Monaco Grand Prix, Le Mans 24 Hours and the Indianapolis 500. The result was somewhat forgettable viewed head on – where the F1 GTR's black livery allowed the modern McLaren F1 team to save weight, leaving more of the MCL60 running in bare carbon. But the back was something else...

This area took the full papaya orange of the M16C Indycar Johnny Rutherford raced to victory in the 1974 Indy 500 and combined it with the pattern applied to Alain Prost's MP4/2 from the 1984 Monaco GP. But it's the orange that stunned.

Autosport saw all three McLaren 'Triple Crown' winners before they appeared at the recent Goodwood Festival of Speed – the F1 GTR there only on display,

untouched since its 1995 Le Mans triumph. We were in a McLaren building so secret they've asked us not to reveal its name or location, because the 'Triple Crown' cars were sitting among 35 others from across the team's illustrious history. They've been restored here by the eight-strong team from McLaren's Heritage division, which was established in 2016. Soon it will move to the McLaren Technology Centre down the road.

The Heritage team has been hard at work getting many ex-racing cars ready for Goodwood, plus those it will take to the

Velocity Invitational at Sonoma Raceway in November. But the M16C required the most attention – 15 months, in fact.

"Obviously, it has quite different technology to a lot of the cars that we have now," explains Piers

"WE GOT TO THE END AND WENT, 'WHERE ARE THE MIRRORS?'"

Thynne, the McLaren F1 team's chief operating officer, who has been tasked by McLaren Racing CEO Zak Brown with supporting its Heritage team in this special year. "And we took everything back to full component parts [to restore]. Even down to having to digitally scan to create the screen – because we didn't have the tooling for it – to get that to where it is now. It's a beautiful car.

"An interesting thing –

we got to the end and went, 'Where are the mirrors?' And the answer was, 'We haven't got any mirrors'. So, we did some photographic analysis and [former F1 chief designer] Neil Oatley went, 'I think they're off a Lotus Elite road car'. So, I went looking online and bought them on eBay!"

Before McLaren F1 consultant Gil de Ferran drove the M16C up the Goodwood hill, McLaren's Heritage shakedown driver Rob Garofall assessed it at Pembrey.

"It was a little bit scary!" he says. "It's designed to run on an oval at 200mph, not around Pembrey. There's no differential on it, so it's a solid rear axle and therefore not particularly keen on a hairpin. But it's an incredible car and the restoration work that's been done on it is just incredible too."

ALEX KALINAUCKAS



Newly restored cars stashed at secret facility

McLAREN

TOP 10 McLAREN F1 DRIVERS

Seven drivers have won the title in McLaren machinery, while 20 have taken grand prix victories. Here are our top picks, based on the drivers' success and impact with the team

KEVIN TURNER

PHOTOGRAPHY  **motorsport
IMAGES**



10

DAVID
COULTHARD



McLaren years	1996-2004
McLaren starts	150
McLaren wins	12
McLaren titles	0

A hard-working team player, Coulthard is the longest serving McLaren driver and is fifth on the team's all-time wins list. He finished third in the drivers' championship three times with the squad, and was runner-up in 2001.

Coulthard joined from Williams for 1996 and formed a strong line-up with Mika Hakkinen. The Finn scored more points in 1996, while DC finished ahead the following year. More importantly, the Briton took McLaren's first wins in more than three years when he triumphed at Melbourne and Monza.

New rules and the MP4-13 leapfrogged McLaren to the front of the Formula 1 grid in 1998. Hakkinen rose to the opportunity, beating Michael Schumacher to the crown as Coulthard scored just one victory, though he helped McLaren take the constructors' title ahead of a resurgent Ferrari.

It was a similar story in 1999, despite Schumacher breaking his leg at Silverstone and missing six races. Various McLaren calamities, including Coulthard nudging Hakkinen into a spin in Austria, helped Eddie Irvine run Hakkinen close for the title and Ferrari snatched the constructors'

laurels despite the obvious pace of the MP4-14. DC dropped out of contention with an off in tricky conditions in the European GP while leading.

Coulthard took a career-best three wins in 2000 to finish third in the standings again, while Schumacher finally ended Ferrari's long wait for the drivers' crown by beating Hakkinen. Coulthard's defeat of both at Magny-Cours showed that he could take on the best, but he struggled to do it often enough.

The 2001 campaign was Coulthard's finest. He gained ascendancy over Hakkinen and scored 10 podiums but a string of problems, including a launch control glitch that meant he couldn't take up his Monaco GP pole, meant he finished well behind a dominant Schumacher in the final table.

Ferrari and Williams were ahead of McLaren in 2002. Coulthard outscored rising star teammate Kimi Raikkonen and took one of his best wins at Monaco, but the momentum swung away from him in 2003.

Coulthard was unlucky in both Malaysia and Brazil early in the campaign, and it was Raikkonen who challenged Schumacher. After nine years



Scoring his best win
at 2000 French GP

SCHLEGELMILCH

with McLaren, Coulthard was replaced by Williams ace Juan Pablo Montoya at season's end, a move that made sense at the time but seems less brilliant in hindsight.



McLaren technical consultant and designer Neil Oatley says:

"When he felt 'at one' with the car, David's performances were supreme. There were many examples where his driving was sublime: Monza, Monaco, Silverstone, Magny-Cours, Montreal. A fine team player and friend of the team."

9

JENSON BUTTON

McLaren years	2010-16, 2017 (one-off)
McLaren starts	136
McLaren wins	8
McLaren titles	0

Fernando Alonso could have made this list. He had two stints at the team, came closer to winning a title than Button did, and it's easy to argue that he managed more with poor McLaren machinery than anyone else. But he was also disruptive, while Button helped bring harmony alongside Lewis Hamilton.

When Button joined Hamilton for 2010, after winning the world title with Brawn, that raised eyebrows, but he held his own. He won as early as round two in Australia and was often able to match Hamilton in the races, if not qualifying.

Over their three seasons together Button scored more points, though Hamilton took more wins. Perhaps Button's finest season was 2011, when he won three races and was a brilliant runner-up in the drivers' championship, while Hamilton languished in fifth.

Hamilton's departure to Mercedes for 2013 coincided with a downturn for McLaren. Button outscored new team-mate Sergio Perez, who created some tension on track, but was only ninth in the championship and had already taken his final F1 win.

Button continued to perform even as the new McLaren-Honda partnership floundered, finishing five points ahead of team-mate Alonso in 2015. Alonso had the upper hand in 2016 and Button

DUNBAR



Button's brilliant 2011 included a superb Japanese GP victory

bowed out of F1 at the end of the year, aside from a one-off at Monaco the following season subbing for the Indianapolis 500-contesting Alonso.

Neil Oatley says: "Jenson provided many sublime performances, not least when ambient weather or tyre conditions provided variable, inconsistent or changeable levels of grip. His

feel for the grip obtainable from the tyres was second to none. Cold, semi-wet, high tyre degradation were all conditions that played to his strengths. Jenson was a strong team member and contributed to an enhanced driver/team relationship and team spirit. Feedback and driver influence to car characteristics stepped forward with Jenson's inputs."

8

KIMI RAIKKONEN

Raikkonen famously won his F1 title with Ferrari, but was probably at his peak during his earlier stint at McLaren.

The Finn joined McLaren in 2002, following a promising F1 rookie campaign at Sauber. He was outscored by experienced team-mate David Coulthard in his first year at Woking but was one of the stars of the following season.

Armed with the revised MP4-17D, Raikkonen scored consistently. Ferrari's reigning champion Michael Schumacher (six) and Williams driver Juan Pablo Montoya (two) took more victories, but eight podium finishes to go with his maiden F1 success meant Raikkonen went to the Suzuka finale with a chance of the crown.

Schumacher put in a scrappy drive to eighth while his team-mate Rubens Barrichello took victory, restricting Raikkonen – who needed to win with Schuey failing to score – to second.

Ferrari was unstoppable in 2004 and McLaren



McLaren years	2002-06
McLaren starts	87
McLaren wins	9
McLaren titles	0

took a step backwards, but Raikkonen still scored a brilliant victory at Spa despite a gearbox glitch.

Rule changes and the single-set-of-tyres-per-race rule threw Ferrari off its stride in 2005. The Raikkonen-MP4-20 combination was the fastest of the season, but unreliability hurt in his fight with Fernando Alonso, who put in a stellar campaign to take the crown with Renault. McLaren was less competitive in 2006 and, with Alonso signed early for 2007, Raikkonen joined Ferrari and replaced Schumacher.

Neil Oatley says: "Another Finn, another great racer who did not show all of his character to the outside world. In addition to Kimi's inherent ability to be totally at ease with a car on the edge of stability and harnessed grip, both in cornering and under braking, he also possessed a strong understanding of the racecraft and mechanical sympathy required

Peak Raikkonen in 2005's MP4-20



over the 300km race distance. Kimi raced hard but always very fairly with his competitors, and had an instinct for assessing other cars' and drivers' weak points. Fearless and a master at on-the-edge overtaking manoeuvres. A free spirit and much loved by the team at McLaren."

7

EMERSON FITTIPALDI

McLaren years	1974-75
McLaren starts	28
McLaren wins	5
McLaren titles	1 (1974)

Already a world champion with Lotus, Fittipaldi's shock move to McLaren for 1974 proved a masterstroke. The Teddy Mayer-run team already had a title-contending car in the Gordon Coppuck-designed M23; now it had a topline driver to go with it.

Ferrari's Niki Lauda set the pace but suffered too much misfortune. Fittipaldi won as early as round two in Brazil, held off Lauda to win in Belgium, and delivered a consistent campaign to put himself in title contention.

Victory in the Canadian GP sent Fittipaldi into the US GP decider tied on points with Ferrari's



Home win helped Emmo to 1974 title

Clay Regazzoni, with Tyrrell driver Jody Scheckter also mathematically still in it. Fittipaldi was the only one of the three to make it to the end without issues, his fourth spot enough for the Brazilian to take the crown by three points.

Fittipaldi won the first race of 1975 in Argentina, took a fortuitous victory in the British GP and scored four second places. But that was not enough to stop the Lauda/Ferrari combination, and Fittipaldi finished as runner-up.

Fittipaldi was key in bringing the important

Marlboro sponsorship to McLaren and would have been higher on this list had he not suddenly left the team at the end of 1975 to join his brother Wilson's eponymous squad. That left the way clear for another driver to shine...

Neil Oatley says: "Emerson matured into a driver with less spectacular speed, but with an inherent knowledge of what it takes to win a championship in the soundest way possible, which he proved in 1974."



Watkins Glen win was one of six successes for Hunt in 1976

6

JAMES HUNT



McLaren years	1976-78
McLaren starts	49
McLaren wins	9
McLaren titles	1 (1976)

When Fittipaldi made that shock switch to his brother's team, McLaren was left looking for a replacement. Hunt, already a winner with Hesketh, got his big chance and made the most of it.

Arguably faster than the more experienced Fittipaldi, Hunt got the maximum from the ageing M23 and took the fight to Niki Lauda and Ferrari. It was a battle Lauda was winning when he suffered his horrific crash at the German GP. Hunt took advantage of Lauda's absence and carried on winning after the Austrian's heroic return, setting

up a dramatic finale. Lauda famously withdrew from the appallingly wet Japanese GP, and Hunt finished third despite a late puncture to take the 1976 title by a single point.

He perhaps drove even better in 1977 and took three straight poles at the start of the campaign. Hunt also scored three wins in the new M26 but, just as with Lotus's Mario Andretti and Brabham's John Watson, unreliability prevented a challenge to the consistent Lauda/Ferrari combination.

McLaren was a fading force in 1978 as Lotus

moved the goalposts with ground effect, and Hunt left for Wolf at the end of the year. He started seven GPs in 1979 before retiring from F1, while McLaren's slump continued – it wouldn't win again until a management change and the 1981 British GP.

Neil Oatley says: "Emerson's departure created an unexpectedly available seat for 1976, admirably filled by James. In much the same way as his key contemporary rival, Niki Lauda, James's early career showed promise, but certainly not enough to convince anyone he'd be a future champion. However, as the grand stage of F1 beckoned, James grabbed the opportunity, letting his athletic ability and determination prove himself in the best possible way."

5

LEWIS HAMILTON

It says a lot about Hamilton's remarkable career at Mercedes that his time at McLaren has almost become a footnote. But his six years there included a sensational rookie season, the 2008 crown, 21 wins and some superb performances.

Hamilton's pace on his arrival in 2007 and McLaren's inability to manage its drivers meant both he and team-mate Fernando Alonso lost out to Ferrari's Kimi Raikkonen in a championship fight that went all the way to the finale.

There were some errors in the early years, most notably in the pitlanes at Shanghai (2007) and Montreal (2008), but his speed and racecraft were never in doubt. Hamilton, with five wins to Felipe Massa's six, was perhaps fortunate to win the 2008 title and was arguably better the following season. Saddled with the initially difficult MP4-24, team and driver worked hard to become winners in the second half of the year.

Joined by reigning world champion Jenson Button in 2010, Hamilton had both brilliant and difficult moments. That was particularly so in 2011 when a troubled Hamilton had several clashes



McLaren years	2007-12
McLaren starts	110
McLaren wins	21
McLaren titles	1 (2008)

and finished well behind Button in the standings, even though they took three wins apiece.

Hamilton's 2012 campaign was more impressive, but unreliability hampered his efforts against Red Bull's Sebastian Vettel and Alonso at Ferrari. Losing the Abu Dhabi GP was painful and helped Niki Lauda woo Hamilton to Mercedes for 2013, just as McLaren's fortunes took a dive.

Neil Oatley says: "Lewis immediately meshed well with the team, and he provided aggressive, safe and fair driving, superb car control coupled with a champion's insatiable will to win. The standout performance was perhaps at the wet Silverstone race in 2008, where no other driver could even come close to matching his speed in the challenging race conditions. This race underlined his ability to sense and control a car on the edge of rear-grip capability. His record in the following years at McLaren and on to Mercedes is too exemplary to need repeating."

Hamilton immediately featured at the front in his rookie campaign



SCHLEGELMILCH



Lauda took MP4/2 to the 1984 crown by half a point

4

NIKI LAUDA



McLaren years	1982-85
McLaren starts	58
McLaren wins	8
McLaren titles	1 (1984)

McLaren boss Ron Dennis relentlessly chased the retired double world champion and, following a test to prove that the Austrian still had it, Lauda returned to F1 for 1982. It took just three races for him to become a winner, at Long Beach.

Lauda felt he had the measure of team-mate John Watson, even though the Northern Irishman beat him in both

the 1982 and 1983 drivers' standings. But when rising French star Alain Prost replaced Watson for 1984, the dynamic changed.

Prost's arrival coincided with the TAG Porsche-powered MP4/2, which Lauda had helped develop, and McLaren was the dominant force in 1984. The duo won 12 of the 16 races, waging a fierce but friendly fight that went to the final round. Lauda's second place in the

Portuguese GP gave him the crown by half a point over race winner Prost, despite scoring 'only' five wins to Prost's seven.

Lauda was rarely a match for Prost in 1985 and suffered bad luck. While Prost finally took his first title, Lauda managed just one more victory at Zandvoort – the 25th of his career and eighth for McLaren – before hanging up his helmet for good.

The reason Lauda is so high on this list – one spot higher than in the original online version – is that his work with designer John Barnard and clout with Marlboro's John Hogan helped lay the groundwork for McLaren's successes throughout the 1980s.

Neil Oatley says: "The progression to the top echelon provided the stage for Niki to demonstrate his intelligence, forcefulness, strength of character and, most importantly, an ability to gather the best people around him. With a natural ability to motivate the team, it provided him with the best tools and environment to deliver at the pinnacle of the sport. A singularly determined individual, Niki provided the impetus to raise the team to a higher level, building onto the very ambitious combination of Ron Dennis and John Barnard. He understood the key requirements to focus on the race. A lowly grid position was never an issue when Niki knew he was developing a car capable of success on Sunday afternoon."

3

MIKA
HAKKINEN

Hakkinen formed a strong bond with Ron Dennis, particularly following his life-threatening crash at Adelaide in 1995. The Finn had to wait a long time for his F1 breakthrough – his 1997 European GP victory came in his 96th start – but he then became Michael Schumacher’s sternest rival.

Hakkinen had caused a stir by outqualifying Ayrton Senna on his McLaren debut in the 1993 Portuguese GP even though he crashed out of the race. He became a full-time McLaren driver in 1994, but Hakkinen’s rise coincided with a fallow period for the squad.

Mercedes power arrived in 1995 and David Coulthard joined the following year. Coulthard scored more points and two wins in 1997, though Hakkinen was unfortunate to lose possible victories at Silverstone and the Nurburgring.

The Adrian Newey-designed McLaren MP4-13 was the fastest car of 1998 and Hakkinen rose to the occasion, tending to have the advantage over Coulthard. Despite a resurgent Ferrari and the banning of McLaren’s asymmetric braking system,

McLaren years	1993-2001
McLaren starts	131
McLaren wins	20
McLaren titles	2 (1998-99)



Hakkinen stormed to victory in the Japanese GP to beat Schumacher to the crown.

Having scored McLaren’s first drivers’ title since 1991, Hakkinen doubled up in 1999, but it should have been easier than it was. Schumacher’s leg-breaking crash at the British GP was followed by slip-ups that brought Eddie Irvine and Jordan’s Heinz-Harald Frentzen into title contention. Despite Schumacher’s return, Hakkinen’s brilliant win at the Suzuka finale meant he beat Irvine by two points, even though Ferrari took the constructors’ crown.

Ferrari was getting stronger and Schumacher took the title in 2000, this time winning his duel with Hakkinen in Japan. Hakkinen was still second, his four victories including his famous flat-out pass of Schumacher in the Belgian GP.

Coulthard became Schumacher’s closest challenger in 2001, albeit ultimately a distant one. Hakkinen still managed two of his finest wins, at Silverstone and Indianapolis, before taking an F1 sabbatical that became retirement.

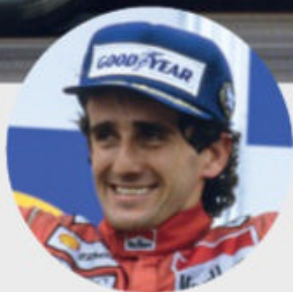


Neil Oatley says: “Perhaps the most underrated world champion. Mika was a very talented driver, tremendously sensitive and able to explore the subtleties of chassis and engine performance to provide the best available lap and race time. He was always enthusiastic to explore any new technical upgrades, which could offer even the smallest improvement in performance, and understood the need to adapt himself and his driving style to extract the best from the tools available, rather than expect the car to be evolved to his style.”

Prost took three titles and was twice runner-up in his six full seasons at McLaren

2

ALAIN
PROST



McLaren years	1980, 1984-89
McLaren starts	107
McLaren wins	30
McLaren titles	3 (1985-86, 1989)

When Renault dumped Prost after their failed 1983 title bid, Ron Dennis pulled off a masterstroke by signing the Frenchman alongside Niki Lauda. With John Barnard’s TAG Porsche-engined MP4/2, the superteam crushed the opposition in 1984.

Prost, who led 345 laps to Lauda’s 168, was unfortunate to lose the title by half a point but made amends the following season with his long-awaited first crown.

Williams-Honda became the pacesetter force in 1986, but Prost put in one of the great F1 campaigns to take advantage of the Nigel Mansell-Nelson Piquet scrap and retain the title. He couldn’t perform enough heroics in 1987, though there were still three wins.

Prost initially welcomed Ayrton Senna to the team for 1988 and the MP4/4’s dominance made

it a two-horse race for the crown. Prost scored more points, but Senna took eight wins to seven and the championship thanks to the dropped-scores rule of the time.

Aside from Senna’s robust defence at the Portuguese GP, the relationship between the two had remained civil in 1988, but that changed the following year. Prost was furious at what he regarded as Senna reneging on a non-overtaking pact on the first lap at Imola, was unhappy at the Brazilian’s aggressive driving, and suspected Senna favouritism from engine supplier Honda.

Senna was essentially wresting control of the team from Prost, but unreliability meant he was on the back foot going into the closing stages of the 1989 season. Senna’s controversial exclusion from the Japanese GP after a collision with the

other McLaren and recovery drive sealed the title in Prost’s favour.

It meant that Prost – who had started his F1 career at the then-beleaguered McLaren in 1980 – had taken three titles in his six-year second spell with the team. But the working relationship with Senna was no longer tenable and he was already on his way to Ferrari as he celebrated the 1989 success.

Neil Oatley says: “Alain learned a tremendous amount from Niki in applying his resources to provide race victories with minimal risk. In this era of turbo engines and very restricted fuel quantities, the smart drivers were able to provide the best answers on a Sunday afternoon. For example, the Rio circuit was very harsh on tyres, requiring tyre stops even when refuelling was not permitted: Alain knew how to bank the total performance from each set of tyres most efficiently, to win the race several times despite the potential available with other car-and-driver combinations.”

Third – and best – crown
came with the V12
MP4/6 of 1991



1

AYRTON SENNA



McLaren years	1988-93
McLaren starts	96
McLaren wins	35
McLaren titles	3 (1988, 1990-91)

The lost legend will forever be associated with McLaren, where he scored 35 of his 41 F1 wins and all three of his titles. It's a close-run thing with his arch-rival for this spot, but Senna scored more wins and poles for McLaren – and was the reason Alain Prost left the team.

Senna joined Prost for 1988, creating a superteam that also had the MP4/4. They would lose just one of the 16 races and it soon became apparent that it was a straight duel between the two McLaren drivers for the crown. Prost was arguably more consistent, but Senna scored more poles (13) and wins (eight) to secure his first F1 title.

The tension between the two became toxic during 1989 and both made errors. Senna was the faster but suffered more reliability issues. When Senna was excluded from victory in the Japanese GP following their clash, Prost became champion before heading to Ferrari.

With Prost gone, Senna was the clear team leader. Although new team-mate Gerhard Berger outqualified him at the 1990 opener, there was little doubt that Senna was the team's championship challenger. After a brilliant battle that swung back and forth between Senna and Prost, the Brazilian deliberately crashed into the Ferrari at the start of the Japanese GP. Ron Dennis was not impressed but another title was won.

Williams-Renault became a real threat during 1991, but a combination of Senna's fine start to the season and Williams's issues kept McLaren-Honda ahead. Key was Senna pushing for developments and making the most of what he had, and he was rewarded with a third

crown at the end of what was arguably his finest campaign.

Nigel Mansell and the Williams FW14B were unstoppable in 1992, restricting Senna to three fortuitous wins, and he was even beaten by Benetton's rising star Michael Schumacher in the final standings.

While Senna worked to try to get into a Williams seat, he started 1993 driving for McLaren on a race-by-race basis. Despite having to use customer Ford engines after the withdrawal of Honda, Senna produced some of his greatest drives to take five wins against the superior Williams FW15Cs of Prost and Damon Hill.

Appropriately, Senna took pole and victory in his last McLaren outing, the 1993 Australian GP, before making his ill-fated move to Williams. It was his 35th win in 96 starts for McLaren, which was then a record for a driver at a single team, and he remains the squad's most prolific winner.

If there's one criticism in terms of Senna's impact on McLaren, it's that his wage demands towards the end of his time there hampered its ability to keep up with Williams in the development race. But that's minor compared to the brilliant wins and titles, some against the odds, that Senna scored for McLaren during a golden era for the squad.

Neil Oatley says: "A game changer. Every once in a while, someone comes along who changes everything. Ayrton was one of those people. Many drivers believe, or perhaps delude themselves, that they are the best. But Ayrton



knew this, and had no doubts. He developed strong working relationships with people who could assist with his personal racing targets, and particularly evolved a rapport with the Honda engineers and management. His career coincided with the introduction of recorded data in F1, notably areas concerned with engine performance. The days of drivers leaving the circuit a couple of hours after practice disappeared. Ayrton spent many hours into the evening discussing ways to improve power unit performance and driveability, the vanguard of a new trend. He possessed an obviously strong intelligence and ability to understand the car and communicate the strengths and shortcomings to engineers. As with any sportsman who is at the very pinnacle of their game, Ayrton had the ability to drive at the car's maximum but retain a clear portion of his brain to understand and inwardly record the behaviour of the car, such that he could report precisely how the car performed and where the shortcomings needed addressing to provide the next step forward ahead of the opposition."



The planets aligned to an uncanny degree to propel the F1 GTR to victory at Le Mans

SUTTON

THE ULTIMATE ROAD RACER

McLaren's F1 GTR was conceived as a production car that wasn't supposed to race at all – let alone over 24 hours. Yet it triumphed first time out at Le Mans

GARY WATKINS

PHOTOGRAPHY  motorsport
IMAGES

It was a car that wasn't designed to race. And when it did get turned into a racer, it was under the express intention that it wasn't to be taken to the Le Mans 24 Hours. That decision was reversed, too, but no one expected that the thing could win overall at the French enduro. Yet that's just what it did, and at the first time of asking. This is the story of arguably the most unlikely Le Mans winner of all time – the McLaren F1 GTR.

The F1 was billed by its maker as the ultimate road car, the fastest production machine in the world. Of racing there was no thought, insisted its creator, Gordon Murray. And besides, when it was being conceived at the dawn of the 1990s, there wasn't anywhere to race it. That changed pretty quickly in the years that followed the BMW-powered machine's launch at the 1992 Monaco Grand Prix. Group C had withered and died, and European sportscar racing was in the throes of a relaunch, not with prototypes but GT cars. Suddenly customers with

their names in the F1 order book wanted to race the thing in the new series of races launched in 1994 by the BPR Organisation.

It would be simplistic to say, however, that the GTR race version of the car resulted from pressure exerted by those customers, led by former two-time Group C2 world champion Ray Bellm. The story that McLaren boss Ron Dennis told his friend that he'd turn his F1 into a racer for a million quid is true. So too that, when a driver racing a Porsche 911 Carrera RSR in the BPR's non-championship series of International GT Endurance races balked at the price, he was told to go and find some like-minded

“We talked about what we could do to increase sales. I piped up and said we could race it. It was needs must”



individuals who could share the development costs.

That is only part of the story. Just as important is the post-Gulf War economic downturn that was already biting at the time of the F1's glitzy Monaco revealing. F1s weren't going out the door, and the company known as McLaren Cars was committed to buying 350 BMW V12 engines. Producing a race car was an expedient way of increasing sales.

"Sales had completely stalled," remembers Jeff Hazell (right), an ex-Williams Formula 1 team manager who had joined McLaren Cars to oversee the production of the F1's carbon components. "The wider McLaren Group was propping up McLaren Cars to the tune of something like £1million a month. There was a meeting of what we called the executive committee early in 1994 at which we talked about what we could do to increase sales. There weren't a lot of ideas, but I piped up and said



we could race it. It was kind of needs must. Gordon and I went to a BPR race at Dijon [in May]. We saw that the level wasn't particularly high and that it wouldn't take a lot to make the road car competitive for BPR."

McLaren boss Dennis bought into the idea. "He told us we could have a car off the production line and a small development budget, which I think was in the region of £700,000," recalls Hazell, who would go on to head up the F1 GTR programme throughout its life. "There was definite interest in the car and once we announced we were going to build the GTR, it snowballed."

BPR races were of four hours' duration. McLaren made it clear from the outset that it wasn't developing a car for 24 hours. "I was very strong with Ron on that," explains Hazell. "With the amount of money we had, there was no way we could produce a car that we were confident could do 24 hours. We built a four-hour car >>



F1 GTR's first test outing at Silverstone; John Nielsen and Gordon Murray take stock

and could do the testing to prove it over that duration."

Just as it was inevitable that there would be teams and individuals wanting to race the McLaren, so it quickly became clear that those teams that had got their hands on cars would want to take them to Le Mans, then a stand-alone race in the wake of the demise of world championship sportscar racing. More so because it quickly became clear that the F1 GTR was the car to have in the burgeoning GT1 category. Bellm and team-mate Maurizio Sandra Sala won the opening BPR round at Jerez in February 1995 aboard their Gulf-liveried GTC Competition entry. The new contender would be beaten only once in the run-up to Le Mans, and then only at Montlhery, where only one was present with Le Mans just a month away.

"As clear as we'd been that it was only a four-hour car, the teams, of course, wanted to do Le Mans," recalls Hazell. "We always maintained a good relationship, so we told them we would see what we could do."

McLaren came up with an upgrade package for the car. That included carbon brakes and work on the H-pattern FF Developments gearbox from the road car, which had already been proving troublesome in a racing environment. "I remember a few late nights with the gearbox during the development phase," remembers Hazell. "There were so many tubes stuck into it that it looked like it was on a life-support machine."

The development programme also included a single 24-hour test, though not at the type of track that replicated the unique demands of the Circuit de la Sarthe. "Completely the wrong place, but the only track we could get," is Hazell's description of Magny-Cours. The test car came through approaching 24 hours largely without problem. McLaren started with a conservative approach



at a test attended by a total of nine drivers supplied by its customers, but gradually increased the pace.

"I remember John Nielsen [McLaren's test driver who was also racing the West Competition car run by David Price Racing] coming in after a stint or two and saying that we had to start going faster," recalls Hazell. "When I asked him why, he told me that he couldn't concentrate. He said, 'I'm thinking about all the jobs I've got to do in my garden'. We upped the pace and as we went further into the test we started pushing harder and harder. For the final six hours they were driving the nuts off it, trying to break the thing."

Successful test or no, the five teams with seven cars between them weren't in any way favourites for Le Mans. A GT1 car may have beaten the prototypes to claim overall honours at the French enduro 12 months before, but that was the Dauer 962 Le Mans Porsche, racer-turned-road car-turned-racer again. The McLaren was a souped-up road car, with a suspect gearbox at that.

"There were so many tubes stuck into the gearbox that it looked like it was on a life-support machine"



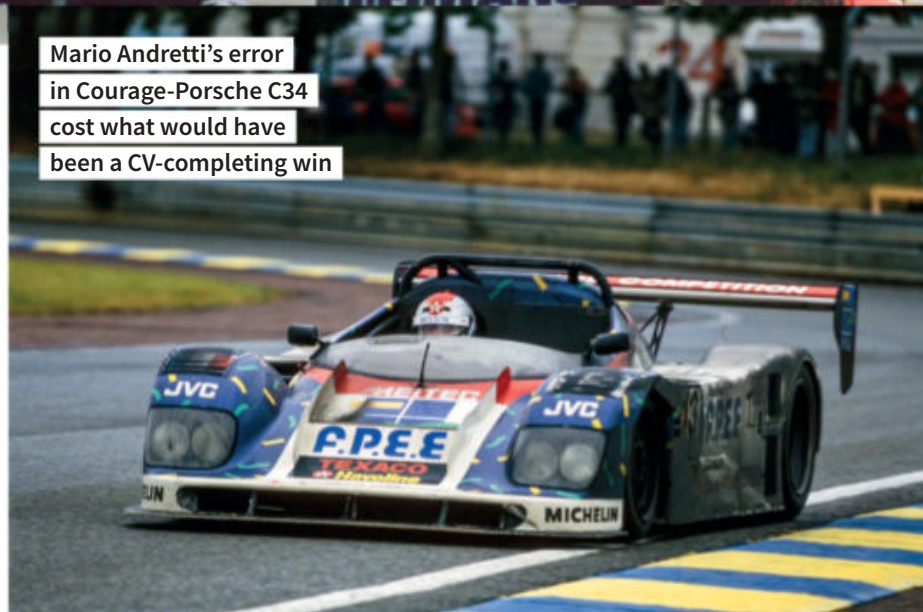
Andy Wallace and Justin Bell catch up on essential reading between stints



Harrods car's victory chances stymied by clutch problem late in the race



Masanori Sekiya, JJ Lehto and Yannick Dalmas take in scale of their achievement



Mario Andretti's error in Courage-Porsche C34 cost what would have been a CV-completing win

There were doubts that the transmission would last, but as Hazell says “the rain saved us”. Le Mans 1995 was one of the wettest on record. The reduced stresses placed on the gearbox played a crucial role in McLaren's success – it notched up a remarkable 1-3-4-5 result.

Rain, of course, is also the great leveller. It helped get the McLaren on terms with the much faster prototypes. The best of the F1 GTRs qualified 11 seconds off the pole mark set in the dry by a WR-Peugeot LMP2, and more than 8s behind the much more credible victory contender that took third on the grid: the Courage-Porsche C34 shared by Mario Andretti, Bob Wollek and Eric Helary. One of the F1 GTRs didn't even head the GT1 order: that honour fell to a Ferrari F40 GT-Evoluzione. Yet within an hour, a McLaren was leading. Four of the seven cars present would sit at the top of the hourly classification over the course of the race, and from hour three it was McLaren all the way.

When the track was at its wettest, the F1 GTR was the fastest thing in the place. It is true that there were times when JJ Lehto aboard the winning Kokusai Kaihatsu UK entry he shared with Yannick Dalmas and Masanori Sekiya was approaching 30s per lap faster than anyone else, but the speed of Andy Wallace and Derek Bell – on Goodyears rather than the winning car's Michelins – shouldn't be underplayed. They led much of the second half of the race, until a clutch problem with two hours to go scuppered the chances of the Harrods-liveried car in which Justin Bell joined

his father and Wallace. “The extra weight of the GT cars and the narrower tyres played a part in what happened that year,” says Wallace. “There were definitely times when we could get the all-important heat into the tyres quicker than the prototypes when it was really wet.”

Just as important in McLaren's victory was the modest entry of prototypes running in the LM-WSC class, and that those present made major mistakes. Andretti famously lost his chance of completing his CV with a Le Mans victory by just over a lap. That was just a fraction of the time lost to repairs when he misjudged the speed of another prototype in the Porsche Curves and put it in the wall.

The best of the Kremer-Porsche K8 Spyders, which was supported by the German manufacturer with the loan of Thierry Boutsen and Hans Stuck, was never in the hunt after qualifying fifth. Such were the team's struggles in the wet that it opted to change springs and dampers early in the race, admittedly to little effect.

McLaren shouldn't really have been at Le Mans in 1995, and definitely shouldn't have been a contender for anything more than class honours in GT1. But the stars aligned to give a car that its creator insisted was never going to go racing an against-the-odds victory. 🏆



Winning car joined McLaren 60th turnout at Goodwood Festival of Speed

J. SUTTON



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McLaren personnel among the pitcrew of the famous Le Mans-winning machine of 1995

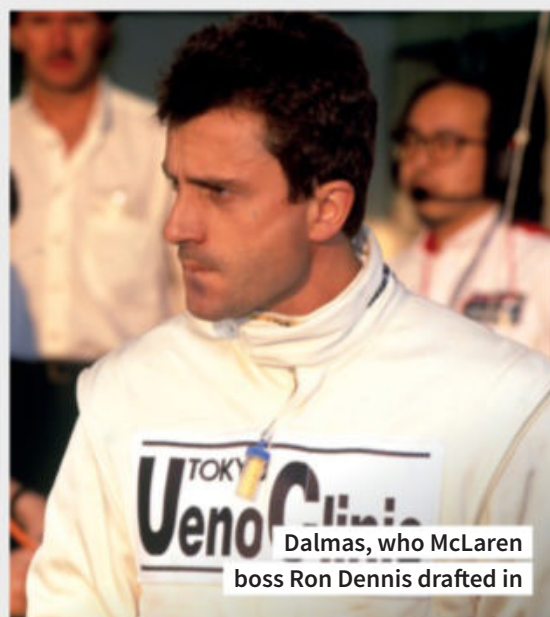
WAS IT A WORKS CAR OR NOT?

McLaren has made much of its triple crown of victories at the Monaco Grand Prix, Indianapolis 500 and Le Mans 24 Hours in this, its 60th anniversary year. Its 2023 Formula 1 contender is called the MCL60, and there was a special livery for the Monaco and Spanish GPs. It counts the newly restored M16C Indycar in which Johnny Rutherford took victory with the works team at Indy in 1974 as its first winner at the Brickyard, not Mark Donohue's with Penske two years before. Is that an admission that the 1995 Le Mans-winning F1 GTR was run by the factory?

It was a controversial point at the time. Ray Bellm hit out at McLaren, suggesting that it had violated a promise not to run a works car and having to make an apology in the pages of Autosport. Derek Bell made comments on the subject and was given a balling out by Ron Dennis a few weeks later at the Goodwood Festival of Speed.

McLaren was firm in its insistence that the winning F1 GTR wasn't a factory car, and also pointed out that Bellm was wrong in claiming that it was contractually forbidden from running one. But it is fact that the Kokusai Kaihatsu operation was put together by McLaren.

When none of the customer teams wanted the sponsorship brought by Masanori Sekiya from the Ueno Clinic, a plastic surgery clinic specialising in a taboo part of the body, Dennis decided to run the test car in its colours. He did the deal to bring Yannick Dalmás in as a driver on Jeff Hazell's suggestion and got JJ Lehto as part of the deal – both were managed by Keke Rosberg. Graham Humphrys, who'd worked with Hazell at Group C constructor Spice, came



Dalmás, who McLaren boss Ron Dennis drafted in

in as race engineer, while there were at least four mechanics from McLaren on a car run on the ground by Lanzante Motorsport.

"When Ron told me we were going to put the car with Lanzante, my blood ran cold," recalls Hazell. "I didn't have anything against them, it was just that they didn't have Le Mans experience. That's why I wanted Yannick as the 'car captain' and Graham to knit it all together as the engineer."

The relationship between Lanzante and McLaren's men on the ground wasn't always cordial. Hazell and F1 GTR engineering chief James Robinson were thrown out of the pit at one point by team boss Paul Lanzante. Hazell confirms that Lanzante's long-made claim is in fact true. It followed a slip-up in the pits when the car was dropped off its jacks without any wheels and tyres. It appears to have resulted from a call by a McLaren Cars employee, though not Hazell or Robinson.

So works or not? Hazell has a response to that question: "A journalist asked me that one in the pitlane during the race. I told him that when we came with a factory team you'd be able to see it as far away as Paris."

That journalist was your writer here.



FORMULA 1

BROWN HAS PAPAYA, BUT WANTS GOLD AGAIN

The McLaren CEO loves the heritage of the sport. Now his task is to return to the team to a stage where it's creating new history

MATT KEW

PHOTOGRAPHY  **motorsport
IMAGES**

They say that you never really own a classic car, even if the V5 form reads otherwise. Instead, you're more of a custodian, someone who is tasked with preserving a small slice of history so that it may one day be enjoyed by the next generation. Thanks to his appreciation and enthusiasm for the past, McLaren Racing CEO Zak Brown – himself a collector of significant road and race cars – manages the papaya race teams under a similar mantra.

The American businessman considers himself “the number one McLaren fan”. He is, in essence, the kid who grew up to be given the keys to the sweet shop. As such, on his watch, more and more of the back catalogue of championship-winning machines are being restored, displayed and driven at the headline Goodwood and Monterey (Laguna Seca) events. But Brown also knows when to take off those rose-tinted spectacles. That's why he's signed off major infrastructure upgrade projects and key personnel changes

in order to return McLaren to Formula 1 greatness. In short, Brown wants future custodians at Woking to have to also preserve a string of victorious cars that were conceived during his tenure.

Sitting at his desk – which is adorned with a model of Niki Lauda's MP4/2 from 1984 – on the top floor of the McLaren F1 motorhome, Brown says: “This was my favourite team growing up. It means everything to me. Ayrton Senna is the one that turned it into my favourite team. The first grand prix I ever went to was at Long Beach in 1981. I remember the impact it had on me like it was yesterday. Williams finished 1-2 and Alan Jones won. I still have the race programme. I just remember the impression of meeting Eddie [Cheever, then at Tyrrell] for two seconds, seeing the cars close up. That's what our sport is about. So, a lot of what I do comes back to me and what would I have liked to have seen and the impression it left on me.”

That sentiment is why Brown encourages his drivers to stop



Indycar success is also part of team's heritage at totemic McLaren HQ

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Brown's first visit to a grand prix - Long Beach 1981 - is etched in his psyche

for every photo and autograph they practically can. He wants to create memories, entice fans and share McLaren history. This year's 60th anniversary celebrations have provided the perfect opportunity to indulge that, with the organisation fielding its biggest Festival of Speed line-up in the event's 30-year history courtesy of a 14-strong ensemble. Brown also pushed to decorate the current F1 car, christened the MCL60 in deference to the big birthday, with special 'Triple Crown' and chrome homage liveries earlier this season.

While it doesn't fall under the F1 budget cap, recommissioning and maintaining the likes of the MP4-14A title winner of 1999 and Lewis Hamilton's MP4-23A-05 from 2008 to ensure that they're ready for public demonstrations isn't cheap. Especially for a team that was put through the financial wringer only three years ago and had to seek outside investment. So, why go to all the trouble? "For our fans, for our sponsors, for our employees, to celebrate

our rich history while being very focused on new history," explains Brown. "I think when you've got an iconic team and brand with such a rich history and you have a big moment, your 60th birthday, and we've got all these great assets, you've got to bring them out – the racing drivers, some of Bruce McLaren's original mechanics – to celebrate. I think the fans love our history, our employees love our history, our sponsors love our history. And to put it on display and share it... we're in the sport and entertainment business and

"I think the fans love our history, our employees love our history, our sponsors love our history"

we've got all this great sport that's very entertaining. We've got to bring it to life. I think that's the business that we're in and it's fun. I feel like sharing McLaren history and the present. It is part of my role to lead that engagement."

As Brown mentions, those 'assets' don't just cover cars. Two-time F1 world champions are seemingly on speed dial. Emerson Fittipaldi belted into his 1974 M23-05 at Goodwood last month, while Mika Hakkinen was enlisted a few years ago to lap Laguna Seca aboard the 1995 Le Mans 24 Hours-winning F1 GTR. At the launch of the MCL60, ex-grand prix driver Howden Ganley and former mechanic Ray Rowe were part of the unveiling. They were McLaren employees number three and eight. Brown has ensured that they have remained part of the fold, but he can't take all the credit, for it was former McLaren CEO Ron Dennis who green-lit the statement Norman Foster-designed McLaren Technology Centre headquarters – another asset the company is now »



commercialising by opening the doors to public tours. It was also Dennis's idea for the team to keep, and buy back where necessary, all of its notable race cars. While the base is pristine and free of anything that could constitute clutter, McLaren is in fact a hoarder.

Brown adds: "I love coming into the office every day. I like to walk the Boulevard and move the toy cars around. We are out of celebratory space so something's going to have to get deprioritised, but it's such a nice story to tell."

Thanks to that air of sentimentality, when you arrive through the main glass doors of the MTC, you are greeted first by the 1929 Austin 7 that eponymous founder Bruce McLaren drove to his first race win at the age of 15. Then you walk down the main pathway, drooling over the 1970 Can-Am title-winning ex-Denny Hulme M8D monster and its eight polished velocity stack 'trumpets'. That's before clocking the Marlboro, Mercedes and Vodafone-era F1 machines. And while they may not tug on the heart strings

"It just goes to show what great leadership and a vision on how a team should be structured can do"

quite so much, Brown intends for the contemporary F1, IndyCar, Formula E and Extreme E racers to join that star-studded line-up. He has led the expansion into other categories, and he wants the whole workforce to be proud of it.

The trophies denoting every GP podium, win and championship line the glass cabinets a little further down the Boulevard at the MTC. Whereas some teams opt for replicas, McLaren has long written into driver contracts that the factory must keep the real thing. Just beyond the well-populated shelves sit four towers. These hold 24,500 litres of water and will be used to cool the brand-new wind tunnel – an upgrade McLaren sincerely hopes will force it to buy even more storage for silverware. A new simulator is also poised for completion. And while the builders have been in, Brown and team principal Andrea Stella have kept busy with a full review and reorganisation of the F1 design department to stop a ground-effects rot.

A ban on oil-burning resulted in a less potent Ferrari engine for 2020 to help McLaren to third place in the constructors' standings. Daniel Ricciardo then led a team 1-2 at the following season's Italian GP aboard the MCL35, which is still required for test car purposes before it can sit proudly on display at the MTC. But the 2022 regulatory revolution derailed the recovery plan – McLaren slipped to fifth, Ricciardo lost his way and was ultimately paid to leave, and talisman Lando Norris bemoaned a run of chassis that handled poorly.

Brown explains the ringing out of the changes in response: "We just hit a speed bump and I felt it last year. These are things that





ETHERINGTON

I recognised during the second half of last year. I had some conversations internally about why we were losing momentum, were stagnant, which in Formula 1 meant we were going backwards. We knew we had to make changes.

“I brought Andrea in to run things in December. He recognised right away we’re not where we need to be. Then, what we’re seeing now is obviously the collective team’s work, but he’s the architect behind the restructure. It just goes to show what great leadership and a vision on how a race team should be structured can do.

“We’re all motivated. We don’t get down. We fight hard. If you look at how poor the start of the season was, that was hard.

Meanwhile, under the surface, we knew we were seeing great development in the wind tunnel, so it was about publicly taking a battering at the start of the year while knowing underneath things were actually going really well. The team handled it well.”

It appears as though almost no one from up and down the pitlane has been beyond McLaren’s grasp during this restructure. Ferrari’s head of vehicle concept David Sanchez has joined, so too will veteran Red Bull chief engineering officer Rob Marshall. Granted, Williams, Alpine and Sauber – thanks to its Audi takeover – are all plotting similar rebuild projects. But Brown is clear. His revival at McLaren is not about merely keeping pace to ensure the team isn’t left behind by these other upwardly mobile outfits. He is targeting the very biggest prizes.

“We have a different leadership and structure, then we have new people coming in, which should be another contribution to performance,” says Brown. “While we’ve got everything coming online now, like the wind tunnel, it really won’t be until 2025 that everything has started from a clean sheet of paper with the new structure and people in place. But look at what we’re capable of



with what we have [the mid-season upgrades for the MCL60 have yielded two GP podiums and one sprint race top-three finish]. I’m quite proud of everything the team has done. So, everything that we’re bringing in is additive, just more horsepower, which we should then see with another step up in 2025.

“There are not big gaps like we’ve had the last five years: not having our own wind tunnel, having a 20-year-old simulator, being behind in CFD technology. Those were big holes. There isn’t anything we’re staring at that is like, ‘We need a new one’. All that will be in place. What we need at this point is time for it all to come together: culturally, communications. Then it’ll just be about refining, learning, improving. But we’ll have everything in place to be a world championship team.”

In his personal life, Brown only bids on race cars that have won a major event or championship. Naturally, he wants every forthcoming McLaren F1 creation to satisfy those same criteria. After a wobble, he firmly believes the measures are now in place to facilitate this. So, as the team celebrates its diamond anniversary in 2023, it may well be sitting on the cusp of another golden age. ✨

SEASON REVIEW

ELECTRIC DENNIS BOUNCES BACK FOR TITLE

*The Andretti Autosport driver went through a run of four non-scores.
But once he'd put that behind him, he was almost unstoppable*

STEFAN MACKLEY

 PHOTOGRAPHY  motorsport
IMAGES

There's a motto among top sporting athletes and teams that you learn far more about yourself in defeat than in victory, and that a difficult run of form puts things into a greater perspective. For a period of nearly three months, Jake Dennis had plenty of time for reflection while a Formula E campaign that had begun so well, and which looked like a genuine assault on the title, was on the brink of collapsing.

The record books will show that come the end of last month, Dennis clinched his maiden Formula E title with a race to spare and by a healthy margin of 30 points after taking more podiums than any other driver, including two wins. But it was far from easy, and arguably the Andretti Autosport driver's most important podium had come just before the halfway point of the season with a runner-up finish in the second Berlin E-Prix. According to Dennis, it "felt like a win" at the time, since it ended a spiral of bad results in which he'd gone four races without scoring a single point.

"It was massive, there's no denying it," reflects Dennis. "If you go three months without scoring any points it takes a toll on yourself and the team. Berlin race one where we were on for an easy podium, it was a done deal, but then I made that mistake which

was on me. I just felt like I couldn't catch a break – it was either me making the mistake, or the team, or we just weren't quick enough. To get that podium felt like we were back on track, it was a complete reset, and then from that point on we had five podiums in a row. It was massive."

'That mistake' in the first of the two Berlin races was when he lost control and clattered into the helpless Antonio Felix da Costa. It was the latest in a string of incidents that had included being eliminated by Dan Ticktum in Sao Paulo, and by Rene Rast in Hyderabad. Between the collisions, a drive-through penalty in Cape Town for tyre pressures that were too low extended the run of pointless races, and there was plenty of time between the single-header events for doubt to start seeping in.

It was even harder to swallow because it was in stark contrast to the opening rounds. At the season-opener in Mexico City, Dennis simply cleared off into the distance after taking the lead. That win was a surprise to many, since Andretti had struggled in Valencia pre-season testing with the new Gen3 machine on its switch from BMW to a Porsche powertrain. Challenging for wins, let alone a tilt at the title, seemed a distant dream heading into the season.

"We left there [pre-season testing] thinking that we were one of >>





Dennis went from feeling “like I couldn’t catch a break” to top of the world

DUNGAN

Title clinched in front of home crowd in first London race

ROUND BY ROUND

Mexico City

1 Dennis
2 Wehrlein
3 di Grassi

Dennis dominates, passing poleman di Grassi when the Mahindra driver makes small mistake exiting Turn 1 nearly one third into the race. Wehrlein makes it a Porsche powertrain 1-2 as di Grassi just holds onto third, while Formula E debutant Hughes is mugged of fourth by Lotterer on final lap.

Diriyah 1

1 Wehrlein
2 Dennis
3 Bird

Porsche continues its dominance in Saudi Arabia, this time as Wehrlein survives late pressure to beat Dennis after they impressively climb from ninth and 11th on the grid respectively. Long-time leader Bird hangs on to third, poleman Buemi takes fourth, with McLaren’s Rast just ahead of Cassidy.

Diriyah 2

1 Wehrlein
2 Dennis
3 Rast

A repeat performance: Wehrlein again leads home Dennis, but Porsche driver faces slightly less pressure than previous day. Rast completes podium after repelling numerous attacks from Bird in closing stages, while McLaren team-mate and maiden polesitter Hughes crosses the line fifth.

Hyderabad

1 Vergne
2 Cassidy
3 da Costa

Despite considerably more energy, Cassidy is unable to find way past DS Penske of Vergne over final laps. Buemi finishes third but is demoted due to overpower use, with da Costa and Wehrlein main beneficiaries. Evans eliminated by team-mate Bird, with Fenestraz and Guenther caught up in incident.

Cape Town

1 da Costa
2 Vergne
3 Cassidy

Overtake of the season on penultimate lap hands da Costa victory from Vergne, after dropping behind when failing to activate second Attack Mode. Poleman Fenestraz crashes on final tour while running third, promoting Cassidy. Wehrlein hits Buemi on opening lap and records only retirement all year.

Sao Paulo

1 Evans
2 Cassidy
3 Bird

Evans takes first win of season after late pass on Cassidy, while team-mate Bird climbs from 10th to make it Jaguar powertrain 1-2-3, with trio covered by 0.5s. Da Costa finishes fourth but loses chance of victory after running wide at Turn 1; Porsche team-mate Wehrlein finishes seventh.



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the slowest powertrains,” says Dennis. “We weren’t efficient at all. We were slow, we were lacking pure pace and it was a difficult off-season. I just went into it thinking, ‘Well, this is going to be a season at the back’. I had nothing to look forward to in terms of winning races or even becoming champion and then we arrived in Mexico. It [the win] was just so unexpected and I think when that happens it becomes even sweeter.”

Hard work over the off-season paved the way for two runner-up finishes at the second round in Diriyah, both times behind Porsche works driver Pascal Wehrlein, and even at that early stage it looked like a straight fight between the pair, such had been their dominance. Then came the barren run. But despite not scoring over four races, Dennis never fell further than 32 points from the top of the standings, such was the chaotic and unpredictable nature of Formula E in 2023, which was characterised by a new style of racing. With the slipstream of the Gen3 car so powerful, it meant that drivers, in a bid to save energy, were reluctant to lead, creating a peloton style of racing usually seen in cycling.

Dennis’s downturn in form coincided with the works Porsche team struggling for performance. The Achilles’ heel of the German manufacturer’s powertrain was its one-lap pace, often leaving its drivers down the grid and in the midst of the action where, inevitably, they were involved in incidents. Even prior to the second half of the season, it became apparent that Jaguar’s powertrain had become the class of the field due to its greater energy management. Across the final 11 races, Nick Cassidy and Mitch Evans took four wins apiece for the Jaguar powertrain, propelling both firmly into title contention and, in the process,

ROUND BY ROUND

Berlin 1

1 Evans
2 Bird
3 Guenther
Back-to-back wins for Evans, with Bird completing Jaguar 1-2 after peloton-style race that nobody wants to lead. Poleman Buemi drops from second to fourth on last lap, so Guenther takes first podium of the year, while Cassidy finishes fifth despite pitting to replace punctured tyre.

Berlin 2

1 Cassidy
2 Dennis
3 Vergne
Surprise of season comes in wet qualifying when Abt Cupra locks out the front row before Frijns and Muller slip back during dry race, the Swiss taking points in ninth. First win of year for Cassidy who impressively leads final 16 laps, while Dennis finishes second to finally end points drought.

Monaco

1 Cassidy
2 Evans
3 Dennis
Championship protagonists occupy podium slots as race finishes behind safety car after Muller and Bird collide at Ste Devote. Cassidy’s earlier outside move into same corner on Evans seals back-to-back wins, despite starting ninth on grid. The Envision driver now leads standings.



LOPEZ



BAGNALL

Consistent scorer Wehrlein couldn't maintain title challenge

casting their more experienced respective team-mates Sebastien Buemi and Sam Bird into the shade.

While Cassidy's consistency had kept him on the fringes of the championship battle in the opening rounds – the Envision Racing driver finished second in Hyderabad and third in Cape Town – Evans's rise had been meteoric. He headed to Sao Paulo in late March 66 points behind in the drivers' standings, but kept fellow Kiwi Cassidy at bay to win before he doubled up in the first Berlin race. Evans had shown flashes of performance before his back-to-back successes, but overpowering had cost him a good result in Cape Town, and he'd been dramatically eliminated by team-mate Bird after taking pole in Hyderabad. The same was to happen in >>

Jakarta 1

1 Wehrlein

2 Dennis

3 Guenther

Maiden polesitter Guenther unable to convert starting position into victory. The Maserati driver eventually drops behind Wehrlein and Dennis and the works Porsche man takes third and final win of the year. Cassidy can only manage seventh, and Evans is eliminated by Bird again.

Jakarta 2

1 Guenther

2 Dennis

3 Evans

Guenther seals only win of season and Maserati's first single-seater victory in more than 65 years as he and Dennis dominate, with Evans best of the rest. Sixth for Wehrlein hands him back the championship lead as Cassidy non-scores after damaging his front wing on the Porsche.

Portland

1 Cassidy

2 Dennis

3 da Costa

Most frenetic race of season as cars go five-wide at points, with power of slipstream to save energy very effective. Early safety car deployed when Muller suffers 27G crash after front wing lodges under his car. Cassidy judges race-winning move perfectly. Dennis takes second from da Costa on final lap.

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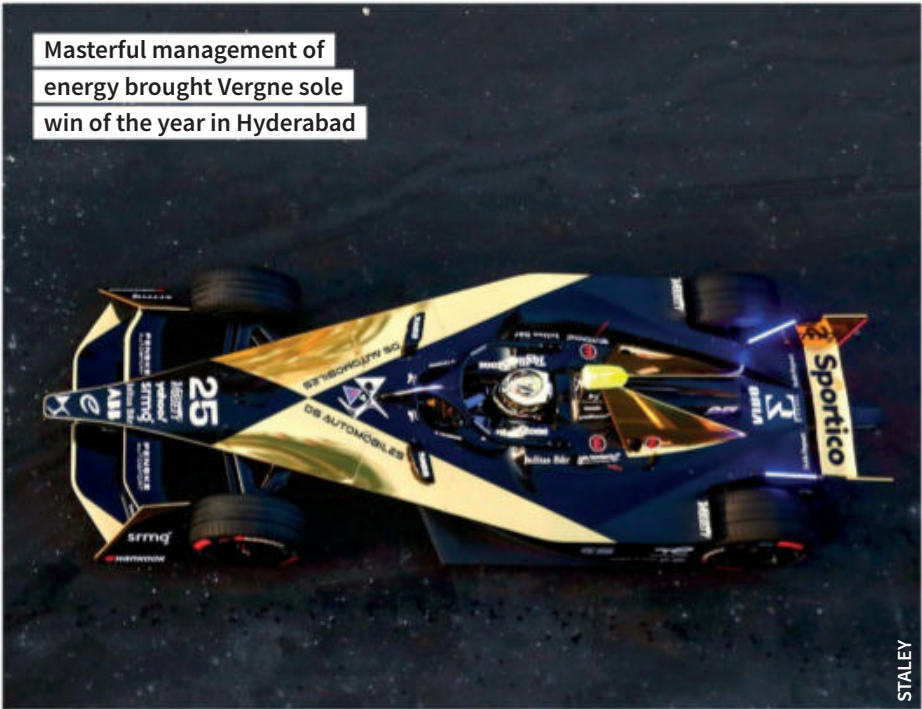
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“I FELT LIKE THAT FIRST RED FLAG WAS A GOOD THING IN TERMS OF KEEPING MY EMOTIONS IN CHECK”



Jakarta, albeit in the lower reaches of the top 10, but the incidents meant Cassidy had emerged as Dennis’s main rival.

Cassidy’s victory in Monaco at the start of the second half of the season, which followed a win in Berlin, propelled him to the top of the standings. By now, though, Dennis’s run of podiums was in full swing, and two second places in Jakarta moved him to within a point of Wehrlein. But he couldn’t shake Cassidy, whose win at Portland left him just one point behind new leader Dennis ahead of the Rome double-header, which was to prove the critical juncture in the championship battle.

With the trio of title protagonists battling for the lead and separated by just 20 points heading into the second race, Evans locked up his rear tyres and launched over Cassidy. Evans eventually retired with suspension damage and, although Cassidy finished, it was outside the points. That moment, plus a lights-to-flag victory for Dennis, essentially handed the Briton the title on paper with a 24-point buffer heading to London. Despite some nervy wheel-to-wheel battles and the extra tension of two late red flags, a gritty performance and third on the road was enough for Dennis to clinch the title in front of his home crowd.

“I felt like that first red flag was actually a good thing in terms of being able to keep my emotions in check, have a bit of a rest,” recalls Dennis. “I was like, ‘I can actually win this thing if I deliver, and I perform’, and that was the case in the end.”

The new champion is now in a three-month break before pre-season testing starts in October, and this will no doubt be enjoyed far more than the similar stretch of time he endured earlier in his title-winning campaign. 🏆

ROUND BY ROUND

Rome 1

1 Evans
2 Cassidy
3 Guenther
Lengthy red flag after Bird triggers high-speed, multi-car accident, with team-mate and poleman Evans eventually going on to win from Cassidy. Andretti miscalculates Dennis’s energy consumption by a lap and he drops to fourth behind Guenther, and only just keeps ahead of Vergne and Muller.

Rome 2

1 Dennis
2 Nato
3 Bird
Championship rivals Evans and Cassidy collide on second lap, which means neither scores points. It leaves way clear for Dennis to take lights-to-flag victory from pole despite constant pressure from Nato and Bird – the Nissan driver takes his only podium of year with a damaged front wing.

London 1


1 Evans
2 Dennis
3 Buemi
Early leader Cassidy and Buemi collide, dashing Kiwi’s title hopes. Evans wins, meaning Dennis needs podium to take title, which he secures after two red-flag stoppages for crashes. Second-placed da Costa receives penalty for technical infringement, promoting Buemi into final podium spot.

London 2

1 Cassidy
2 Evans
3 Dennis
Two red flags due to heavy rain delay proceedings, but once green-flag running gets under way Cassidy is unbeatable, with Evans the only driver capable of mounting any challenge. Cassidy’s win with Buemi sixth ensures Envision pips Jaguar to the teams’ title. Dennis beats Nato to complete podium.


TEAMS’ CHAMPIONSHIP		
POS	TEAM	PTS
1	Envision	304
2	Jaguar	292
3	Andretti	252
4	Porsche	242
5	DS Penske	163
6	Maserati	140
7	Nissan	95
8	McLaren	88
9	NIO 333	42
10	Mahindra	41
11	Abt	21

AUTOSPORT'S TOP 10 DRIVERS



NICK CASSIDY

1 Put in arguably the drive of the season en route to dominating the wet London finale. His three wins prior to the final race all came from eighth or lower on the grid, showcasing his sublime racecraft and energy management.



JAKE DENNIS

2 Eleven podiums were the backbone to his campaign and ultimately key to his title success, despite a run of four races without scoring points. Brilliantly went up against, and beat, the dominant Jaguar powertrain in the latter part of the season.



MITCH EVANS

3 Sluggish start put him on the back foot, but brought a 66-point gap down to almost nothing after strong mid-season form. Won in London 1 to make Dennis work for the title, but missed out on the crown at the final round for the third year in a row.




PASCAL WEHRLEIN

4 Only failed to score points once, but was unable to overcome the Porsche powertrain's performance deficit in the latter stages of the year. Jakarta win gave hope for a renewed title assault, but never stood on the podium again in the final six races.



ANTONIO FELIX DA COSTA

5 Final standings not a true reflection of his season. Lost out on several strong results through bad luck – including Berlin and London openers – and inability to maximise one-lap pace. Showcased true potential with a mighty Cape Town victory.



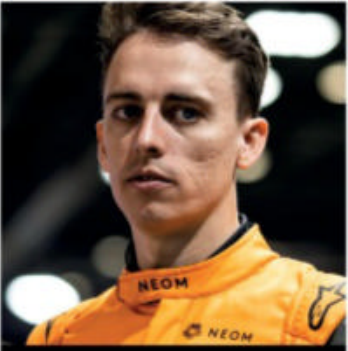
JEAN-ERIC VERGNE

6 Took title fight to Jaguar and Porsche powertrain users in first half of the year, and managed his energy to perfection for DS Penske's sole win in Hyderabad. Performance slipped away second half of the year with no podiums after Berlin.



MAXIMILIAN GUENTHER

7 On his day one of the best drivers on the grid. Lack of pace and incidents cost good results early on, but was at his finest over Jakarta double-header. Two further podiums behind Cassidy and Evans showed he could keep title protagonists on their toes.



JAKE HUGHES

8 Hit the ground running as a rookie with strong points finishes, and took pole for only his third race in Diriyah. Inherited pole in Monaco and led early stages before matching his best finish of fifth. Beat more experienced team-mate Rast in the standings.



SACHA FENESTRAZ

9 Showed glimpses of raw speed in his rookie season with pole positions in Cape Town and Monte Carlo, although stripped of the latter due to exceeding power output. Took a career best fourth in Monaco, which he repeated in Jakarta 2.



SEBASTIEN BUEMI

10 Pips Bird to the final spot, primarily due to being more consistent – he failed to score just four times – and helping Envision beat Jaguar to the teams' title. Has to take some responsibility for his collision with Cassidy that ended his team-mate's hopes in London.

DRIVERS' CHAMPIONSHIP																				
POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	PTS
1	Jake Dennis _(GBR)	Andretti	Porsche99XElectricGen3	1	2	2	16	13	R	18	2	3	2	2	2	4	1	2	3	229
2	Nick Cassidy _(NZL)	EnvisionRacing	JaguarI-Type6	9	6	13	2	3	2	5	1	1	7	18	1	2	14	R	1	199
3	Mitch Evans _(NZL)	JaguarRacing	JaguarI-Type6	8	10	7	R	11	1	1	4	2	R	3	4	1	R	1	2	197
4	Pascal Wehrlein _(DEU)	Porsche	Porsche99XElectricGen3	2	1	1	4	R	7	6	7	10	1	6	8	9	7	9	10	149
5	Jean-Eric Vergne _(FRA)	DSPenske	DSE-TenseFE23	12	7	16	1	2	5	7	3	7	5	16	11	5	15	R	22	107
6	Sebastien Buemi _(CHE)	EnvisionRacing	JaguarI-Type6	6	4	6	15	5	10	4	20	8	21	10	5	R	5	3	6	105
7	Maximilian Guenther _(DEU)	Maserati	MaseratiTipoFolgore	11	NS	19	13	R	11	3	6	R	3	1	6	3	6	12	14	101
8	Sam Bird _(GBR)	JaguarRacing	JaguarI-Type6	R	3	4	R	NS	3	2	19	16	20	NS	17	R	3	4	7	95
9	Antonio Felix da Costa _(PRT)	Porsche	Porsche99XElectricGen3	7	18	11	3	1	4	R	5	15	8	7	3	R	12	16	16	93
10	Norman Nato _(FRA)	Nissan	Nissan e-4ORCE04	R	12	14	7	8	R	13	16	18	12	5	9	7	2	8	4	63

11 Stoffel Vandoorne (DS Penske / DSE-Tense FE23) 56; 12 Jake Hughes (McLaren / Nissan e-4ORCE 04) 48; 13 Rene Rast (McLaren / Nissan e-4ORCE 04) 40; 14 Edoardo Mortara (Maserati / Maserati Tipo Folgore) 39; 15 Lucas di Grassi (Mahindra Racing / Mahindra M9Electro) 32; 16 Sacha Fenestraz (Nissan / Nissan e-4ORCE 04) 32; 17 Dan Ticktum (NIO 333 / NIO 333 ER9) 28; 18 Andre Lotterer (Andretti / Porsche 99X Electric Gen3) 23; 19 Nico Muller (Abt / Mahindra M9Electro) 15; 20 Sergio Sette Camara (NIO 333 / NIO 333 ER9) 14; 21 Oliver Rowland (Mahindra Racing / Mahindra M9Electro) 9; 22 Robin Frijns (Abt / Mahindra M9Electro) 6; 23 Roberto Merhi (Mahindra Racing / Mahindra M9Electro) 0; 24 Kelvin van der Linde (Abt / Mahindra M9Electro) 0; 25 David Beckmann (Andretti / Porsche 99X Electric Gen3) 0.

Sutton finally stretches clear

The fastest car-driver combination in this year's 2023 BTCC opened up a points gap as rain and drama hit a classic Knockhill encounter

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

The consensus in the British Touring Car Championship is that Ash Sutton is a staggering talent – as good as any who starred in the peak Super Touring era – but that he's prone to the odd case of overreaching, the occasional mistake. But at Knockhill last weekend, he was almost literally walking on water.

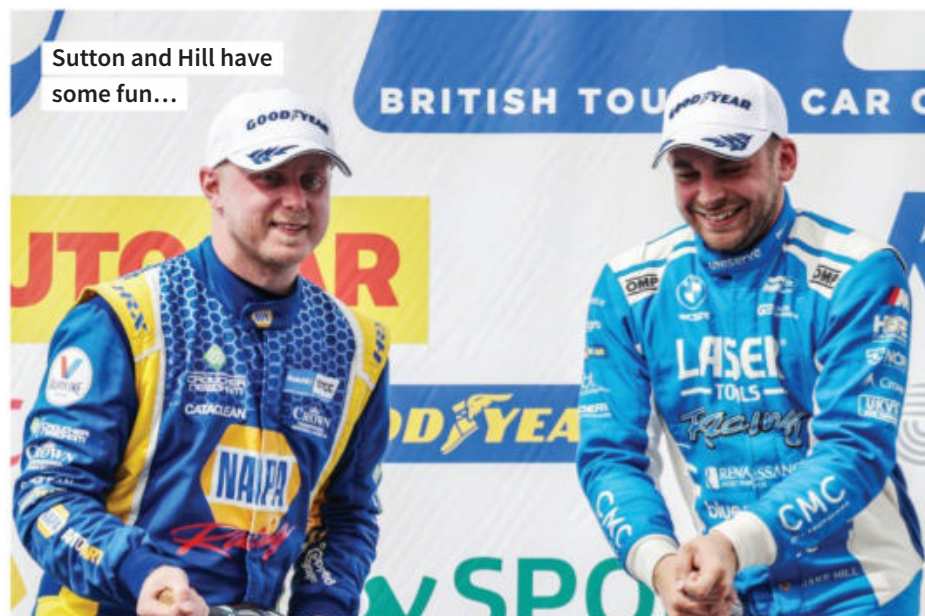
This time, two race wins went begging but arguably neither of them was the three-time champion's fault or down to any shortcoming. It was purely thanks to bad timing and circumstance in a dry-then-wet-then-very-wet opener that Sutton should have won, Josh Cook *could* have won, Tom Ingram *did* win before having it taken away, and Jake Hill finally claimed despite never being in front. Hill subsequently doubled up in a thrilling second-race battle with Sutton in dry weather that brought back memories

of their sensational antics in 2022. And then Sutton did his Sutton thing, driving his Motorbase Performance Ford Focus ST to the front and away in streaming conditions in the finale.

This all means that from what he'd thought was disaster after the opening race – he'd lost the championship lead to temporary winner Ingram – Sutton now leads the reigning champion Excelr8 Motorsport Hyundai i30 N star by 37 points as we head into the final three rounds.

Those doubts over Sutton's ability to harvest points had been raised following his first-lap exits from the reversed-grid finales at the previous two rounds, Oulton Park and Croft. This time, he picked his way through from starting sixth and just disappeared into the distance to win by almost 10 seconds from Cook, who was one of the stars of the weekend in his One Motorsport Honda Civic





Type R. No wonder Sutton was relieved afterwards. “We’ve got over our race-three hurdle and what better way to do it than with a win?” he mused. “But it’s weird. Today actually feels a bit disappointing. You go from leading race one to finishing P7. You have a stonking race in race two and pull it back.

“But I needed that, just for myself. Just get over the race-three hurdle, give the boys and girls what they deserve for what they’ve put into this car. The thing was on absolute rails.”

Sutton had kept up the NAPA-liveried Fords’ record of taking every pole position this season with an astonishing lap in qualifying. On a circuit he felt significantly handicapped those with hybrid restrictions – and of course he had the minimum hybrid thanks to his arrival as championship leader – he pipped Cook by 0.006s in a dry top-10 shootout after Q1 had started wet.

Through the opening laps on Sunday they jostled, but then came the rain, and any semblance of form went out of the window due to chance and circumstance.

This had been an epic fight. When Sutton ran wide at the chicane on the fourth lap, Cook got ahead, despite being swiped by the Ford as it slewed back onto the circuit. As Sutton came back at the Honda, so Hill, Ingram and Rory Butcher tagged on to make it a quintet at the front. But that was only briefly, for rain was falling. Ingram pulled out of the battle to take on wet-weather rubber; Hill followed suit the following tour. And no sooner had he done that than Cook and Sutton ran side by side into Duffus Dip. Cook, on the inside, couldn’t hold the car, and contact with Sutton ricocheted him on a crazy sideways ride into the barriers at the bottom of the hill.

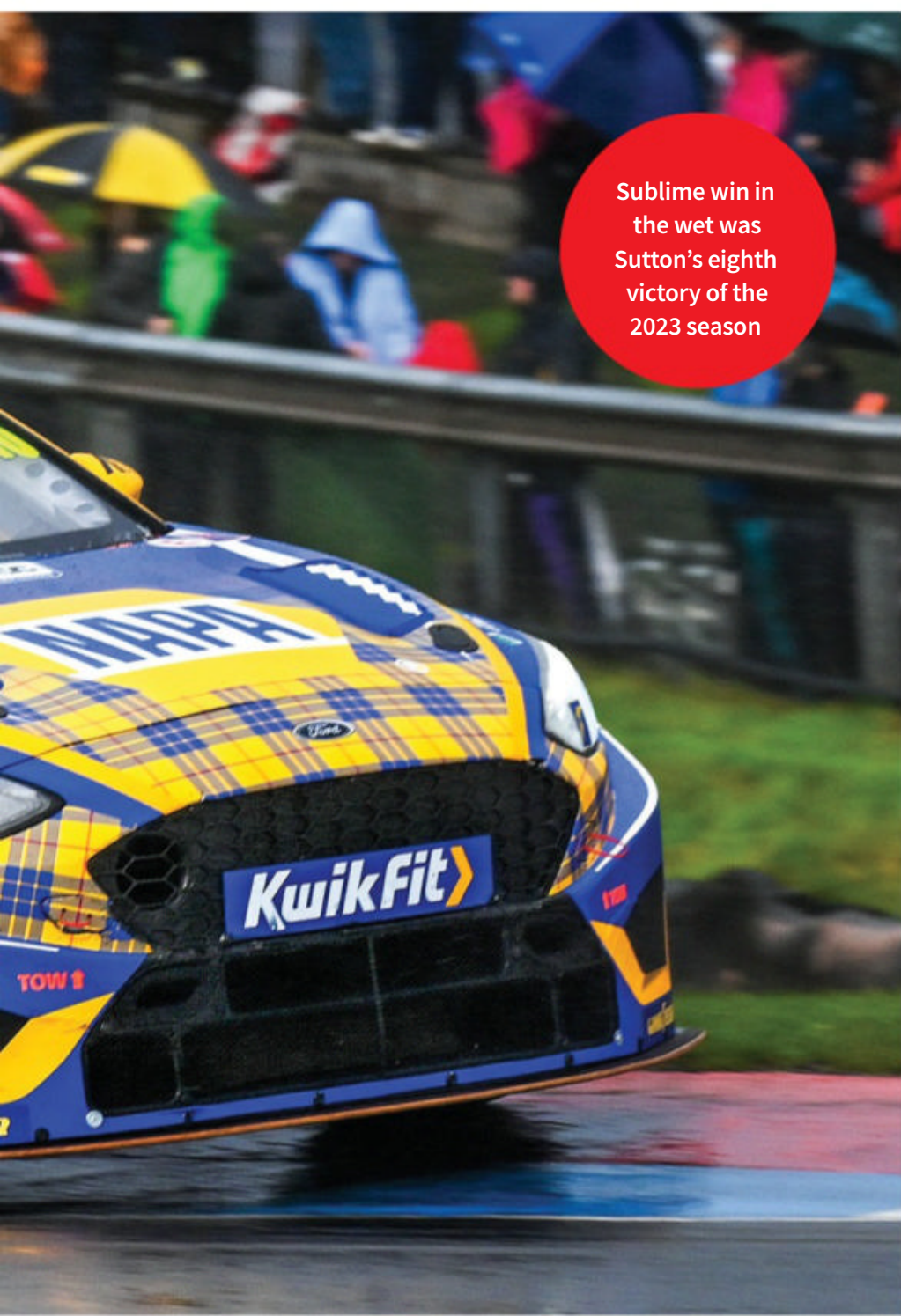
“I needed that, just for myself. Just get over the race-three hurdle. The thing was on rails”

Sutton now had a big lead over Aiden Moffat. The Goodyear wet-weather rubber in the BTCC gives unbelievable performance, but Ingram – the leading-placed runner of those who’d stopped – was still over half a minute adrift of the lead and was only taking 2s per lap out of Sutton. At that point, staying out was the right thing to do... Until there was a safety car, the rain increased in intensity, and Sutton had to pull in for wets as the race went green. The wisdom of that was proven when new leaders Moffat and Butcher immediately skated into each other, others and the gravel, meaning another safety car.

With a four-car buffer of lapped machinery to Hill, all Ingram had to do was stroke it home over the final two laps of green-flag racing. Which he did. Excelr8 had excelled in the pits, with Ingram’s lap including his stop 6s quicker than the next best, who was Hill. The Suffolk squad had already received Tom Chilton from the lower reaches of the top 10 as the earliest pitter – the veteran had the third quickest pitstop, and chased Hill home in third. But then he and Ingram were excluded, after both their cars failed the ride-height test.

This has happened to Excelr8 before this season, when in a similar dry-wet race at Donington Ronan Pearson lost a podium on his debut BTCC weekend. “The frustrating thing with it is, the slick tyre and the wet tyre have a slightly different circumference,” explained Ingram. “So if you start a race on the slick tyre and you go onto the wet, your ride height actually drops. Those are the rules – there’s no point trying to blame anyone or saying, ‘This is wrong, that’s wrong’.”

So... Ingram and Cook were now forced into a burn from the »



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stern. So too was Dan Cammish, whose weekend had turned sour in qualifying when a wild trip across the grass damaged his radiator and left him starting near the back. He was quickest at the time, and then the track dried out... He then sustained damage in the opener.

And mired in the midfield was Colin Turkington. The four-time champion was lower-top-10 through qualifying and race one in his WSR BMW – not that you’d ever rule him out of a win at some point from that position – but lost half a minute in the pits queueing for his tyre change behind team-mate Adam

“Collard claimed his first podium three and a half hours after a race he’d finished in sixth place”

Morgan, who had been running nicely in the top six.

Cammish and Turkington ran into each other in the closing stages of race two as they battled on the fringes of the points, well and truly wrecking their day. And, with all the rest of the series’ leading contenders out of the picture due to their earlier woes, this one was all about their respective team-mates: Sutton and Hill.

Hill had also endured his own faux pas in Q1 when, while the track was still drying, he went bouncing across the grass at Duffus, ripping off the floor and giving the WSR crew a hasty repair job. “I thought that was it, but luckily the front bumper was good enough that we had something to bolt to,” he related. He clambered back into the top 10 to make it into Q2, where he ended up third, just 0.029s off pole.

Impressive BTCC rookie Andrew Watson had inherited second place in the opener after the Hyundais’ exclusion in his Power



Maxed Racing Vauxhall Astra, but soon lost the position to the WSR BMW of Stephen Jelley. Now, the Leicester man had also been having one of those crazy Knockhill weekends. He’d caused a late red flag in Q1 thanks to an off, but had risen through the opener to finally be classified third... Or so we thought. It wasn’t until after the second race that he was found to have passed Ricky Collard’s Speedworks Motorsport Toyota Corolla under yellows, penalising him back to fourth. But that was obviously too late for the grid line-up for race two. Collard, who has lost three podiums to penalties since he joined the Speedworks line-up at the start of last year, therefore ironically claimed his first such accolade three and a half hours after the end of a race he’d finished in sixth place.

An exceptionally tardy restart from Jelley following an early safety car allowed team-mate Hill a massive advantage. Sutton, who had finally been given sixth in the opener following all the »

HUFF BACK IN THE BTCC HOT SEAT

Not many would have predicted two points-scoring finishes this season for Rob Huff in the British Touring Car Championship, but such are the strange ways of the series’ mid-season driver changes.

The 2012 World Touring Car champion stepped in for Nic Hamilton at the wheel of

one of the Team Hard Cupra Leons and was pretty much in at the deep end. There was no testing for Huff before his first outing in an NGTC car since 2017, and he didn’t get out on slick tyres until halfway through Q1 – he was one of the first to get off the wets, and showed everyone that the crossover was arriving.



Ex-Dynamics technical director Barry Plowman was tempted back into the Hard fold to be on engineering duties for Huff. He started the season at the Kent squad looking after Bobby Thompson, before just one outing with the One Motorsport Hondas at Croft.

Huff qualified 20th, before a turbo change for what he felt was a down-on-power engine.

For all his prowess in TCRs, those cars are much more production-based than the BTCC’s NGTC weaponry. “You just don’t know what a BTCC car is capable of without trying it,” said Huff on his first outing at Knockhill since 2004. “You look back at the VT and see the guys are straight-lining the chicane, and you’re kicking yourself. It’s amazing how brutal you can be with these BTCC cars.”

Huff rose to 13th in the opener before holding his own among some leading contenders of the BTCC in the sequel to finish 14th, although he didn’t make it to the end of the finale. He’s off on TCR World Tour’s South American jaunt now, but hasn’t ruled out contesting the final two BTCC rounds, if Hard can pull a deal together.



Ingram won brilliantly in first race, only to lose in the scrutineering bay

exclusions and penalties (including one applied to himself for passing Pearson under yellows), soon got past Jelley and put Hill in his crosshairs. “I thought Jake had that 100% sewn up,” he explained. “We were aiming for second regardless. But I got second a bit quicker than I thought and thought OK, I’d give it a go, see what I had in the tank.”

It ended up as a battle that, while not quite as scintillating as the scraps between these two at this venue in 2022, was still a gripper. Three or four times Sutton drew alongside, but Hill held on. “At first we were similar,” continued Sutton. “Then a couple of mistakes started to creep in at the chicane, which was déjà vu of last year, and I thought I’d give him a cheeky flash! Fair play to him, he hung in there. We were ragging the hell out of it.”

“The first few laps I thought the gap’s not really changed,” offered Hill. “He came at me a little bit and then it stabilised for three or four laps, and then I messed up the chicane a couple of laps in a row. He’s good through there, and he just reeled me in. That made it a bit more challenging, but the last couple of laps I managed to break away and that gave me a little bit of breathing space. My tyres were killing themselves to be honest – I’m glad we lasted until the end of the race.”

Jelley was a distant and lonely third, and this time he would keep the result, while Aron Taylor-Smith came out on top of a scrum for fourth from Dan Lloyd, Collard and Pearson. The last-named therefore inherited reversed-grid pole when Hill pulled the number ‘7’ ball out of the bowl, and left the utterly



Hill blotted copybook by hitting Jelley in finale

“Ash is good through the chicane and he just reeled me in. That made it a bit more challenging”

inspired Cook and Ingram on the wrong side of the cutoff. The Honda and Hyundai heroes had raced through from 24th and 26th respectively to eighth and 10th.

Even more impressively, Cook had done that on the medium ‘option’ tyre, so had a set of softs in reserve for the finale. So too did Jelley. Looking good then, until the heavens opened. After a safety car start, Sutton soon got up to third from sixth on the grid, then relieved Lloyd of second, before grabbing the lead off Pearson when the impressive Knockhill circuit instructor ran wide at the hairpin.

Cook and Ingram continued their superb day’s work following their first-race disasters to take second and third. “That podium came from race two really,” acknowledged Cook. “To be on the medium tyre, the slower tyre, and to come back to where we did shows how good the car was in those [dry] conditions. That last race I just had to move my way forwards, and by the time I got through the traffic Ash had pulled out a bit of a lead, so I just got the call on the radio to bring it home.”

Ingram only got third on the last lap when team-mate Pearson let him ahead. “I’ve never been more sorry to have to do something – I feel like I just kicked a puppy,” he admitted. “That second race is what brought us back into contention. I think we did a good job considering where we were at the start of the day.”

Both Cook and Ingram had gained a couple of spots when Hill got onto a very wet line at the hairpin and harpooned Jelley into a spin. Hill later had another moment when he ran wide into the gravel exiting the same corner in a disastrous race for WSR. He had been second in the points going into that race, but now Ingram holds that position again, while Sutton is now looking extremely strong.

“It’s the biggest [points] gap I’ve ever experienced in touring cars, so I’m not going to complain about it,” declared Sutton. “But we’ve seen even this weekend how quick things can change, so I’m not going to get too excited just yet. We still need to be clever.”

RESULTS

ROUND 7/10, KNOCKHILL (GBR), 13 AUGUST RACE 1 (27 LAPS – 34.206 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Jake Hill (GBR)	West Surrey Racing / BMW 330e M Sport	28m29.812s
2	Andrew Watson (GBR)	Power Maxed Racing / Vauxhall Astra	+6.792s
3	Ricky Collard (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+7.565s
4	Stephen Jelley (GBR)	West Surrey Racing / BMW 330e M Sport	+8.049s
5	Ronan Pearson (GBR)	Excelr8 Motorsport / Hyundai i30 N	+9.091s
6	Ash Sutton (GBR)	Motorbase Performance / Ford Focus ST	+9.381s
7	Aron Taylor-Smith (IRL)	Power Maxed Racing / Vauxhall Astra	+9.922s
8	George Gamble (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+10.528s
9	Mikey Doble (GBR)	Power Maxed Racing / Vauxhall Astra	+11.733s
10	Dan Lloyd (GBR)	Team Hard / Cupra Leon	-1 lap
11	Colin Turkington (GBR)	West Surrey Racing / BMW 330e M Sport	-1 lap
12	Dexter Patterson (GBR)	Team Hard / Cupra Leon	-1 lap
13	Rob Huff (GBR)	Team Hard / Cupra Leon	-1 lap
14	Dan Cammish (GBR)	Motorbase Performance / Ford Focus ST	-1 lap
15	Nick Halstead (GBR)	Excelr8 Motorsport / Hyundai i30 N	-1 lap
16	Adam Morgan (GBR)	West Surrey Racing / BMW 330e M Sport	-1 lap
17	Jade Edwards (GBR)	Team Hard / Cupra Leon	-1 lap
18	Sam Osborne (GBR)	Motorbase Performance / Ford Focus ST	-1 lap
19	Jack Butel (GBR)	Team Hard / Cupra Leon	-1 lap
20	Michael Crees (GBR)	Team Hard / Cupra Leon	-3 laps
EX	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N	+4.877s-ride height
EX	Tom Chilton (GBR)	Excelr8 Motorsport / Hyundai i30 N	+1.038s-ride height
R	Daryl DeLeon (PHL)	Team Hard / Cupra Leon	19 laps-accident
R	Aiden Moffat (GBR)	One Motorsport / Honda Civic Type R	17 laps-accident
R	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	17 laps-accident
R	Josh Cook (GBR)	One Motorsport / Honda Civic Type R	10 laps-accident
R	Dan Rowbottom (GBR)	Motorbase Performance / Ford Focus ST	0 laps-electrical

Winner’s average speed 72.02mph. **Fastest lap** Cook 51.547s, 88.47mph.
All drivers started on soft tyres, except Jelley, Huff, Doble and Butel on mediums. All changed to wets during the race except the five non-finishers.

Q2 1 Sutton 51.267s; 2 Cook 51.273s; 3 Hill 51.296s; 4 Butcher 51.375s; 5 Ingram 51.497s; 6 Morgan 51.532s; 7 Moffat 51.599s; 8 Turkington 51.672s; 9 Chilton 51.786s; 10 Lloyd 51.897s.
Q1 Hill 51.535s; Cook 51.625s; Sutton 51.717s; Ingram 51.718s; Moffat 51.770s; Butcher 51.790s; Lloyd 51.827s; Chilton 51.897s; Turkington 51.900s; Morgan 51.904s; 11 Collard 51.939s; 12 Taylor-Smith 52.022s; 13 Rowbottom 52.049s; 14 Pearson 52.071s; 15 Watson 52.074s; 16 Osborne 52.155s; 17 Gamble 52.403s; 18 Jelley 52.462s; 19 Edwards 52.495s; 20 Huff 52.550s; 21 Patterson 52.592s; 22 Doble 52.685s; 23 Cammish 52.758s; 24 Butel 52.797s; 25 Crees 52.818s; 26 Halstead 53.540s; 27 DeLeon 56.734s.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (26 LAPS – 32.940 MILES)
1 Hill 23m48.509s; **2** Sutton +0.374s; **3** Jelley +11.946s; **4** Taylor-Smith +18.881s; **5** Lloyd +19.616s; **6** Collard +21.441s; **7** Pearson +21.711s; **8** Cook +22.171s; **9** Watson +22.912s; **10** Ingram +23.771s; **11** Gamble +26.969s; **12** Doble +30.098s; **13** Patterson +32.015s; **14** Huff +33.464s; **15** Butcher +33.687s; **16** Chilton +33.883s; **17** Osborne +34.218s; **18** Crees +37.677s; **19** Moffat +38.495s; **20** Butel +40.853s; **21** Halstead +45.275s; **22** DeLeon +51.878s; **23** Rowbottom -1 lap; R Cammish 24 laps-accident; R Turkington 24 laps-accident; R Edwards 21 laps-damage; NC Morgan 21 laps.
Winner’s average speed 83.01mph. **Fastest lap** Sutton 51.369s, 88.78mph.
All drivers on soft tyres except Turkington, Morgan, Edwards, Moffat, Butcher and Cook on mediums.

GRID RACE 3 Decided by result of Race 2, with top seven reversed.

RACE 3 (27 LAPS – 34.206 MILES)
1 Sutton 28m46.947s; **2** Cook +9.636s; **3** Ingram +16.568s; **4** Pearson +17.699s; **5** Collard +19.841s; **6** Patterson +20.457s; **7** Moffat +21.178s; **8** Lloyd +21.969s; **9** Gamble +22.906s; **10** Cammish +23.055s; **11** Doble +24.155s; **12** Butcher +26.157s; **13** Osborne +28.318s; **14** Hill +29.783s; **15** Taylor-Smith +33.652s; **16** Watson +34.011s; **17** Turkington +35.589s; **18** Morgan +35.677s; **19** Jelley +35.955s; **20** Chilton +38.492s; **21** Edwards +42.305s; **22** Butel +45.590s; R Rowbottom 24 laps-mechanical; R Crees 22 laps-damage; R Huff 12 laps-mechanical; R DeLeon 9 laps-mechanical; R Halstead 7 laps-accident.
Winner’s average speed 71.30mph. **Fastest lap** Sutton 55.892s, 81.60mph.
All drivers on wet tyres.

CHAMPIONSHIP
1 Sutton 310; **2** Ingram 273; **3** Hill 260; **4** Turkington 229; **5** Cammish 220; **6** Cook 191; **7** Rowbottom 144; **8** Collard 140; **9** Morgan 126; **10** Butcher 115.



Dixon spins and wins to thwart Rahal's Indy redemption arc

INDYCAR

INDIANAPOLIS (USA)

12 AUGUST

ROUND 14/17

In the rich tapestry of Indianapolis racing folklore, the 'spin and win' is owned by Danny Sullivan, who completed a 360 at Turn 1 in the 1985 Indy 500, then fought back to beat Mario Andretti. But now another IndyCar great – Scott Dixon – has his own claim to that legend.

Unlike Sullivan, who recovered from his rotation in second place, Dixon fell to the very back of the field at Turn 7 on the opening lap of last Saturday's race at Indy's road course. But Dixon has faced adversity before and found salvation from calamity.

The opening lap was wild, as Devlin DeFrancesco pulled the move of the season to lead at Turn 1. From fifth on the grid, he lunged to the outside of the front two rows and just managed to sweep around polewinner Graham Rahal.

Everyone got through there cleanly but at the Turn 7 pinch point all hell let loose. Chip Ganassi Racing's Alex Palou bailed out of a four-wide situation on the approach, with team-mate Marcus Armstrong the meat in a McLaren sandwich of Alexander Rossi and Felix Rosenqvist. Palou then clipped Armstrong at the apex, sending him spinning. Dixon went into the back of Palou and was rear-ended by Romain Grosjean, causing Scott to loop onto the grassy infield. Grosjean then connected

with Armstrong's sidepod and, moments later, Josef Newgarden saw his slim title hopes effectively evaporate as he smacked into, and landed on top of, Armstrong's nose. His engine stalled and he lost a lap – Newgarden would finish 25th.

Dixon escaped from his spin relatively swiftly and led a pack of cars into the pitlane on lap five of 85, losing a couple more spots as Ganassi swapped his primary tyres for alternates and brimmed his fuel tank. He was outside the top 20 when the race restarted but did have fresh alternate tyres available after he'd failed to progress from Q1 in qualifying.

Rahal passed DeFrancesco for the lead shortly after the restart, with Rossi

following suit to run second. Rahal was chasing his own redemption arc, after a traumatic Indy 500 in May, leading by 1.2 seconds from Rossi and 25s clear of Dixon – who would have one less pitstop to make should the race run green from here with over three quarters of it remaining.

No more cautions occurred, so Rahal found himself in a flat-out sprint against an enemy he couldn't see. After his first stop, Rahal rejoined 12s behind the off-sequence Dixon, with the Kiwi producing his fuel-saving magic while still being rapid.

"Scott did his job," purred his strategist Mike Hull. "He drives so well and understands in the cockpit what we're doing from the timing stand."

Rahal's task was hampered by losing a set of alternate tyres, after a blister was discovered following qualifying. That consigned him to two primary stints, while Dixon enjoyed his copious alternates.

Rahal brought the gap down to 8s before Dixon's penultimate stop and led him (again) by 25s at half distance. After his own penultimate stop, Rahal trailed Dixon by 6s, and when Scott made his last visit to the lane, with 26 laps to go, he rejoined on spanking-new alternates.

Rahal made his third stop and took scrubbed alternates for the run to the finish, Dixon blasting past to lead by nearly 7s with 20 to go. But Dixon had leant hard on his tyres, which allowed Rahal to carve into his lead in the dash to the finish. In a thrilling finale, Rahal chased him down but





Dixon's fuel saving meant he had plenty of push-to-pass left to defend. Although Rahal spent the final three laps glued to Dixon's gearbox, he couldn't find a way past.

Dixon held on by 0.4779s for his 54th career victory, on a record-setting 319th consecutive start, and it means he's won a race in each of his last 19 seasons. "Now I can say I got a spin and win at Indy, which is pretty cool," he smiled. "I know it's on the road course, and doesn't count, but I'll still go with that story."

Arrow McLaren's Pato O'Ward finished third, ahead of Rahal's team-mate Christian Lundgaard, Rossi and Penske's Will Power, who charged from 16th to sixth.

Palou's cruise to seventh extends his points lead to 101 from Dixon, as Newgarden slumps to 105 behind. They thought the title race was all over. It is now.

CHARLES BRADLEY

RESULTS ROUND 14/17, INDIANAPOLIS (USA), 12 AUGUST (85 LAPS – 207.315 MILES)			
POS	DRIVER	TEAM/CAR	TIME
1	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	1h51m24.7579s
2	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+0.4779s
3	Patricio O'Ward (MEX)	Arrow McLaren / Dallara-Chevrolet	+8.0925s
4	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+9.3211s
5	Alexander Rossi (USA)	Arrow McLaren / Dallara-Chevrolet	+9.7935s
6	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+14.6929s
7	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+17.6505s
8	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+22.1977s
9	Kyle Kirkwood (USA)	Andretti Autosport / Dallara-Honda	+23.4238s
10	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+30.3957s
11	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+32.6728s
12	Linus Lundqvist (SWE)	Meyer Shank Racing / Dallara-Honda	+35.1190s
13	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	+42.4355s
14	Jack Harvey (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	+47.0297s
15	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara-Honda	+48.1724s
16	David Malukas (USA)	Dale Coyne Racing with HMD / Dallara-Honda	+1m01.9413s
17	Callum Ilott (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	+1m09.5965s
18	Romain Grosjean (FRA)	Andretti Autosport / Dallara-Honda	-1 lap-mechanical
19	Devlin DeFrancesco (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	-1 lap
20	Ryan Hunter-Reay (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap
21	Agustin Canapino (ARG)	Juncos Hollinger Racing / Dallara-Chevrolet	-1 lap
22	Sting Ray Robb (USA)	Dale Coyne Racing with RWR / Dallara-Honda	-1 lap
23	Santino Ferrucci (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
24	Marcus Armstrong (NZL)	Chip Ganassi Racing / Dallara-Honda	-2 laps
25	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	-2 laps
26	Benjamin Pedersen (DNK)	AJ Foyt Enterprises / Dallara-Chevrolet	-6 laps
27	Felix Rosenqvist (SWE)	Arrow McLaren / Dallara-Chevrolet	68 laps-driveline

Winner's average speed 111.647mph. Fastest lap Rahal 1m12.5917s, 120.956mph.

Q3 1 Rahal 1m10.1132s; 2 Lundgaard 1m10.2286s; 3 Rossi 1m10.2932s; 4 O'Ward 1m10.3453s; 5 DeFrancesco 1m10.3938s; 6 Grosjean 1m10.4021s.	17 Ericsson 1m10.6348s; 19 Kalmthout 1m10.7249s; 21 Hunter-Reay 1m11.0083s; 22 Canapino 1m11.0611s; 24 Ilott 1m11.1027s; 26 Pedersen 1m11.2971s.
Q2 Rahal 1m09.9837s; Lundgaard 1m10.0077s; Rossi 1m10.0124s; Grosjean 1m10.1486s; O'Ward 1m10.1503s; DeFrancesco 1m10.2098s; 7 Armstrong 1m10.2106s; 8 Palou 1m10.2974s; 9 Rosenqvist 1m10.4389s; 10 McLaughlin 1m10.4782s; 14 Harvey 1m10.2228s; 18 Castroneves 1m10.5207s.	Q1 – GROUP 2 DeFrancesco 1m10.2805s; Harvey 1m10.3420s; O'Ward 1m10.3423s; McLaughlin 1m10.3855s; Rossi 1m10.4055s; Rosenqvist 1m10.4119s; 11 Herta 1m10.4398s; 13 Kirkwood 1m10.4869s; 16 Power 1m10.5237s; 20 Ferrucci 1m10.6461s; 23 Robb 1m11.5658s; 25 Newgarden 1m10.6150s; 27 Malukas 1m10.8687s.
Q1 – GROUP 1 Lundgaard 1m10.0031s; Rahal 1m10.2093s; Grosjean 1m10.3121s; Castroneves 1m10.3196s; Palou 1m10.3658s; Armstrong 1m10.3697s; 12 Lundqvist 1m10.4570s; 15 Dixon 1m10.5006s;	CHAMPIONSHIP 1 Palou 539; 2 Dixon 438; 3 Newgarden 434; 4 McLaughlin 395; 5 O'Ward 388; 6 Ericsson 377; 7 Power 365; 8 Lundgaard 330; 9 Kirkwood 312; 10 Rossi 306.



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McDowell took his second NASCAR Cup victory in fine style

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McDowell victorious as van Gisbergen tops invaders

NASCAR CUP
INDIANAPOLIS (USA)
13 AUGUST
ROUND 24/36

Michael McDowell's NASCAR Cup career features few wins but they are certainly impressive ones. The 38-year-old out-duelled Chase Elliott and cleared him by 0.937 seconds to win last Sunday's race at the Indianapolis Motor Speedway road course. McDowell's only other Cup win came in the 2021 Daytona 500. He was running third late in that race when the two drivers ahead of him wrecked, which paved his way to victory. His win at the Brickyard was much more dominant.

McDowell won the first stage and led 54 of the 82 laps, including the final 30. The Front Row Motorsports Ford driver was in contention to make the 2023 playoffs based on points, and his win locks him into the 16-car field with two races remaining in the regular season. "Winning the Daytona 500 was one of the coolest moments you could ever have, but going to Victory Lane without your family, that was tough," said McDowell. "So, we cherry pick. My family comes to the races we think we can win. We thought we could win this one." Daniel Suarez finished third after starting from pole in his Trackhouse Chevrolet, while 23XI's Tyler Reddick was the first Toyota home in fourth.

Suarez, McDowell and Hendrick's Elliott all made their final green flag stops on the same lap early in the final stage. Suarez was leading, but an air hose got caught under his car, slowing his stop and leaving him behind McDowell and Elliott. Three-time Supercars champion Shane van Gisbergen was 10th in his Trackhouse Chevy and topped the strong international contingent of drivers. Fellow Supercars star Brodie Kostecki finished 22nd, 2010 Le Mans 24 winner Mike Rockenfeller was 24th, 2009 Formula 1 champion Jenson Button was 28th and World Endurance star Kamui Kobayashi ended up 33rd.

JIM UTTER

McElrea wins after Foster clash

INDY NXT
INDIANAPOLIS (USA)
11 AUGUST
ROUND 9/12

Andretti Autosport's Hunter McElrea scored his first Indy NXT win of the season at the Indianapolis road course by 0.4 seconds from team-mate James Roe, but a collision with another team member,

Louis Foster, clouded his success. The LA-born Kiwi led by almost seven seconds after the clash with Foster at Turn 10 on lap 28 of 35, which broke his team-mate's left-front suspension. Foster had looked poised to pass him, with McElrea later admitting "I had nothing for Louis" until the contact forced the Briton to retire from the race. "I hate to see that," McElrea added. "It's tough, man. I respect him a lot. It's hard racing." Foster countered: "It's the second time it's happened with that driver [referring to their previous clash at Detroit]. We're team-mates. I would have expected a bit more space. I would have given more." Roe carved into McElrea's advantage, as the leader was in big tyre trouble towards the end of the race, but McElrea just clung on by a narrow margin across the fabled line of bricks. Roe rued of his own rubber: "I didn't have the tyres to match the amount of the push-to-pass that I had."



Foster chases McElrea before decisive clash

WEEKEND WINNERS

NASCAR CUP
INDIANAPOLIS (USA)
Michael McDowell
Front Row Motorsports (Ford Mustang)

INDY NXT
INDIANAPOLIS (USA)
Hunter McElrea
Andretti Autosport



For full results visit motorsportstats.com

Reece Gold finished third, ahead of Jacob Abel, Kyffin Simpson and points leader Christian Rasmussen. Erstwhile title challenger Nolan Siegel suffered another disastrous race, falling from an early sixth to 12th. That has allowed McElrea up to second in the points, 33 behind Rasmussen.

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- Establishing professional relationships with staff.
- Maintaining a high degree of professionalism and diligence.
- Promoting a safe working environment in accordance with health & safety standards, requirements, and procedures

Prior Experience:

- Experience in automotive or aerospace environments desirable
- Extensive experience of Programming CNC Mills using Heidenhain control system, 5 years' experience desirable
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MERCHANDISING COORDINATOR M-Sport

The Role

We're looking for a Motorsport Merchandise Coordinator to join our growing team. Operating at the heart of an exciting and dynamic industry, the role is responsible for coordinating all aspects of the team's merchandise programme, including developing and managing licensee partnerships, managing on-site stock, and coordinating marketing efforts. The ideal candidate will have a strong interest in the motorsport industry and be passionate about creating high-quality merchandise that fans will love.

The role and responsibilities include;

- Coordinate with licensees to develop and expand product lines, including apparel, accessories, and souvenirs.
- Work with the marketing team to develop and execute marketing campaigns for merchandise.
- Overhaul and further develop the M-Sport eBay and M-Sport Store platforms.
- Track sales data and identify opportunities to improve sales performance.
- Maintain relationships with licensees and retailers.
- Help to plan, co-ordinate and produce content production for merchandise launches.
- Manage on-site stock, including team clothing and merchandise.
- Create and improving internal procedures to make the role more efficient as the department continues to expand.

Who We're Looking For

- We're looking to appoint a well-organised individual with exceptional attention to detail and high personal standards of work.
- You should be strong in using the Microsoft Office suite as well as discovering and implementing new computer-based platforms. An interest in Image Editing and/or Content creation would be advantageous

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TRACKSIDE IT SPECIALIST Mahindra Racing

Role Overview:

Reports to Head of IT. This position is responsible for the deployment, support and development of trackside IT systems for the Mahindra Formula E Team. They will play a key part in ensuring the delivery of best-in-class IT solutions and services to the company and its users.

Main Responsibilities:

- Deploy, support and pack away IT systems at all race and test events
- Plan and perform upgrades and changes to infrastructure both in and out of the racing season
- Provide 1st - 3rd line technical support to users at the track
- Maintain and troubleshoot the trackside LAN and WAN, experience with Cisco networking and be confident with TCP/IP networking and layer 3 routing
- Support VMware on Cisco HCX hyperconverged platform and Fortinet appliances.

Qualifications, skills and experience required:

Education and Work Experience:

- BS in MIS or Computer Science required, or similar/equivalent, or qualified by experience. Typically requires at least 2-3 years' experience in the IT field. Exposure to a racing environment preferred. Working in an international environment desirable.

Specialized Knowledge and Skills

- Have relevant experience in a similar technical position, ideally in a motorsport or other pressured environment. Be extremely self-driven and motivated to be the best at what you do every day. A quick thinker, be a flexible and adaptive character with the ability react to and solve problems with speed and efficiency, sometimes under highly pressurised situations

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INTERNAL EVENTS SPECIALIST McLaren Racing

Purpose of the Role

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- In this role you will create, develop and deliver interactive, exciting and unique events to optimise the guest interaction with the brand, highlighting key messaging throughout and driving emotional engagement. Primary focus will be events for our Internal and Intercompany Stakeholders.
- This role requires a high volume of administration as well as being on-site in Woking. Whilst there is Hybrid working in place, due to the nature of the role it will be essential for you to be able to be office based a lot of the time and the amount varies week to week. The role requires unsociable hours including weekends and, whilst on event, can include long hours on your feet.

Role Dimensions

- You will join the Brand Experience team and sit within Internal Events reporting to the Head of Internal Events. You will have a dotted line to 2 event execs and will be responsible for overseeing the day to day delivery of their events.
- The role is fast paced and varied with a team who are determined and look forward to push boundaries in everything they do through continuous review and innovation to provide the best guest experiences possible.
- The ability to be relentless in the pursuit of better is crucial coupled with the ability to identify, improve and build efficiencies across working practices. The events we deliver span across all 5 of our Championships and you will collaborate with multiple stakeholders to drive innovation, learning and broader development.

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- To have an understanding of structural principles and to undertake simple calculations to inform the design process, including preliminary sizing of hardpoints, adhesive joints, lugs, fasteners.

To be considered for this position, you will:

- Be educated to degree Level or equivalent within Engineering, Design or a similar discipline
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Remembering Mini legend **Peter Baldwin**



Onyx F1 car stars in **Festival Italia** demos



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Baldwin's distinctive Mini was often at the head of Miglia pack



OLLIEREAD

Peter Baldwin 1941-2023

OBITUARY

Britain's greatest Mini racer, Peter Baldwin, died in Cambridge's Addenbrooke's Hospital last Saturday, COVID-19 having weakened his lungs. He was 82 and had competed in Sir Alec Issigonis's mighty machines from 1967-2021, winning several hundred races and many titles.

Newmarket-born Baldwin's phenomenal success was underpinned by immaculate preparation and supreme driving skill. He won the National Mini Miglia Championship seven times between 2000 and 2013, aged 59-72!

Heading Marshall of Cambridge's special tuning division for years, Peter became the revered master of rolling road work. On his retirement from the group, he provided the best service for customers independently, focusing the same expertise and energy on their engines as he did his own.

From debuting an 850cc Mini in November 1967, Baldwin soon tasted success, winning the 1969 Janspeed series and, with a 1000cc engine, TEAC and Llandow titles in 1970. An ex-works/John Rhodes Group 2 car frustrated, but the popular Special Saloons category subsequently provided rich pickings.

Mini legend also enjoyed Special Saloons success



JEFF BLOXHAM



OLLIEREAD

Baby B2, with eight-port head fed by four Amal carburettors, was superseded by ever more advanced giant-slayers powered by 1000cc Ford and 1300cc Gordon Allen BDA engines. His ultimate spaceframe BB6 is immortalised in the 1984 BBC TV series *Driving Ambition*, in which he stunt-doubled for housewife star Donna Hewitt!

A switch to lucrative MG Metro and Rover series brought the 1986 European Metro Turbo crown, further rewarded with British Racing Drivers' Club membership. In recent years, Peter won in historic racing, sharing Graham Churchill's FIA Appendix K Cooper S. He also lent his famous Miglia to Shayne Deegan, mentoring him to the 2016 title.

Mini 7 Racing Club chairman Nick Cooke described Baldwin as "a true gentleman and a motor racing legend", adding: "His style of driving was something to behold and in all the years I have seen him race and with all the wins he has achieved, there was never an inkling of pomposity."

Our thoughts are with Peter's wife and rock June, son Gareth, daughter Jacqui and racer Martin Short, whose remarkable Martlet kit car to Le Mans journey he nurtured.

MARCUS PYE

LEADING FF1600 TEAM AMMONITE TO GB3 FOR 2024

GB3

Leading National Formula Ford team Ammonite Motorsport intends to join the GB3 Championship from next season having purchased two cars.

The team has recently acquired the pair of Tatuus-MSV 022 machines and has commenced a comprehensive testing programme ahead of a 2024 campaign in the single-seater series.

Having started out in FF1600 racing after taking over the successful Cliff Dempsey Racing outfit back in 2020, Ammonite has continued that run of glory with victory at the 2021 Walter Hayes Trophy and 2022 Formula Ford Festival with current GB3 driver Max Esterson.

GB4 frontrunner Colin Queen was also the runner-up in last year's National Formula Ford Championship with Ammonite, and the team's move into GB3 has created a pathway for its young drivers.

"We are extremely thrilled at the opportunity to expand our team with our new GB3 programme," said team owner Andy Low. "In the last three seasons, 15 drivers from Formula Ford, including five drivers from our FF1600 team, have progressed into the MSV paddock, so we're really looking forward to being able to offer our drivers that next step."

"The grids in GB3 speak for themselves, they are strong, competitive and full of driven individuals. We have already done a chunk of testing this season, with much more planned for the rest of the year, and it is going really well. We can't wait to bring our GB3 cars to the grid next year and are really excited about our future with MSV."





GARY HAWKINS

BACK ON TRACK 33 YEARS TO THE DAY The last Monteverdi Onyx ORE-2 Formula 1 car was the star of the demonstration programme at Brands Hatch's Festival Italia, exactly 33 years since the team folded after failing to qualify either car for the 1990 Hungarian Grand Prix. Chassis 007 was driven at Brands by Henry Pearman and traces its origins to the West Sussex workshop run by Mike Earle, the driving force behind the Onyx name and who had already won the F3000 championship but was no longer involved at the time of the team's demise. Other cars in action were the Suzuka-winning Benetton B190 of John Reaks, Lorina McLaughlin's ex-Schumacher B192, an ex-Emerson Fittipaldi 1978 Copersucar F5A handled by Robert Spencer and Mark McAllister's 1987 Arrows A10.

Jenkins enjoys double success at Festival Italia

MSVR

Nigel Jenkins won both the Ferrari Club Classic races that headlined the Brands Hatch Festival Italia, which was being held this year for the eighth time.

His F355 languished eighth on the grid for both races but quickly moved up the order as he beat Tristan Simpson's similar car and then Gary Culver's 328 GTB model for each win.

New-for-2023, the Bell Sport Challenge is for more recent Ferraris and their 'gentleman' drivers, and returned to Kent after a grand prix circuit outing last month. Darren Goes, best known for many successes in MSVT Trackday events, steered his 488 to victory in the first of two races after passing Colin Sowter.



GARY HAWKINS

A late driver change added Snetterton winner Peter Smith to the field for race two, and he wasted little time moving from last to first in another 488 as Goes was forced to follow home nearly 10 seconds adrift.

The Alfa Romeo Championship also had a pair of races, both featuring lucky avoidances when a front-row starter failed to move as the lights went out. Mike Hilton's shapely 4C won the

opener after Ian Stapleton's GTV6 took the lead but retired. Refettled for race two, Stapleton started towards the back and beat Hilton to the flag.

Classic Alfas and Historic Racing Drivers Club Allstars from other marques put on a lively show, Gerard Buggy's rapid Lotus Elan proving more robust than the Alfas that threatened to unseat him from the lead.

BRIAN PHILLIPS



Mercedes and Williams to run F1 cars in demonstrations at Festival

SILVERSTONE FESTIVAL

The Mercedes and Williams Formula 1 teams will be present at the Silverstone Festival later this month, with both squads set to run cars around the circuit. The British Grand Prix venue will be celebrating its 75-year anniversary at the festival, which is due to be held on 25-27 August. Mercedes will bring six of its cars to the event, including an MGP W01 as raced by Michael Schumacher in 2010 and the most recent W14 model currently raced by Lewis Hamilton and George Russell. The team's development driver Esteban Gutierrez will also take to the track in

a W04 used during the 2013 season. Williams, meanwhile, will have on display Alain Prost's 1993 title-winning FW15C, while an FW19 used during the 1997 season will also be demonstrated on track. "We are thrilled to have both Mercedes and Williams Formula 1 teams joining us for the 75th anniversary celebrations at this month's Silverstone Festival," said event director Nick Wigley. "We have wonderful retro races covering much of the circuit's early history dating back to its opening in 1948 and now we have its more recent F1 eras covered too, both on the Grand Prix track and in the Fan Zone."

CIRCUIT IMPROVEMENTS

The first phase of improvements have been made at the Circuito de Navarra by circuit operator MotorSport Vision. The Spanish circuit, which MSV acquired last year, has already hosted a range of trackdays, private tests and motorsport events on two and four wheels in recent months. Upgrades as part of the initial €500k investment include a complete overhaul of the race control complex, upgrade to the outdoor karting circuit and new operational vehicles.

2024 SCHEDULES REVEALED

GT Cup and Britcar Trophy have become among the first categories to reveal provisional calendars for the 2024 season. Both will hold a seven-round schedule beginning at Donington Park and ending at Snetterton, with GT Cup's first round set to take place on 20-21 April while the Britcar Trophy's opening meeting will be at the end of March. The Britcar-run British Endurance series is set for a six-event campaign.

TONY ALLEN 1936-2023

A key part of the Castle Combe racing experience for four decades, Tony Allen died last week aged 87, having received kidney dialysis for 14 years. Invited by local commentator Richard Davies to Combe in the 1980s, he found his metier, interviewing drivers and scouting the paddock for gossip. After joining ex-Mini racer David George in the Old Paddock box, he became his number two. Principal commentator at Llys y Fran hillclimbs, he also worked at the Goodwood Revival.

BURTON BACK WITH JTR

Gus Burton will contest further Porsche Carrera Cup GB events after making a winning comeback at Knockhill last weekend (below). Last year's rookie champion will, however, miss Donington Park due to Supercup commitments. Burton fills the JTR seat vacated by Hugo Ellis, who jumped ship to join Team Parker, while Burton began the year at Century Motorsport. Frontrunner Robert de Haan, meanwhile, was absent as he instead contested the Benelux round at Assen.



Ian Giles 1945-2023

OBITUARY

Ian Giles, who died recently, was a leading light in historic racing's rapid growth in the 1980s and 1990s. Giles was renowned for his work with Annex Films, as a cameraman, as well as producing innovative advertising and marketing material for global brands, including Goodyear. Among the early cars he owned and competed in

were Formula 2 Lotus 59 and 69s, the ex-Malcolm Guthrie Racing/Ronnie Peterson March 702-1 and a Lola T210 sports-prototype, rebuilt and prepared by Liaz Jakhara. When Jakhara founded Zul Racing, Giles remained a loyal customer, and a Group 4 Lancia Stratos, a two-litre Group 6 Sauber-BMW C4 and an F1 Tyrrell 012 were among the cars they restored. Giles's finest results

came when he acquired the last Brabham BT49D in which Riccardo Patrese finished second in the 1982 Canadian Grand Prix. Giles won the first two rounds of the 1997 FIA Thoroughbred GP series in the car at Silverstone and Monza. Other projects with Zul included restoration of the Bizzarrini GT and a F5000 Eagle FA74. He last raced a decade ago in the ex-Roy Pierpoint Rover P6. **MARCUS PYE**

Race against time to repair Menzies' Gould

BRITISH HILLCLIMB

British Hillclimb points leader Wallace Menzies says it will be a race against time to have his Gould GR59 ready for the next round of the championship following a sizeable accident at Shelsley Walsh last Sunday.

Menzies was pushing hard in the day's second run-off when the Gould got out of shape through the kink before Bottom Ess and speared into the barriers on the left before spinning up the track. The triple champion was thankfully unharmed, but the front-left corner was taken off and considerable damage was done to the left-hand side of the car.

The Gould is prepared and run by Tom New's team in the New Forest and they will now work flat-out to have the car ready for Loton Park on 26-27 August for rounds 25



and 26 of the 30-contest season. Menzies, who retains a significant points advantage despite the no score in round 24 at Shelsley on Sunday, can drop six results in his final tally and currently only has two zeroes and a six in his total outside of podium finishes.

Menzies said: "We should have all the bits but we need to have a proper look at the tub. We don't know yet [about being ready for

Loton], but it will be quite a lot of work."

Menzies also said that changes to the barriers on the run up to the Esses had helped reduce the severity of the accident in comparison to a similar crash he had a decade ago. "The upgrades they've done since 2014 helped contain the car and it bounced between the barriers," he added.

PAUL LAWRENCE

JOY RICHINGS

Caterham Graduates plans Sigmax equalisation

BARC

The Caterham Graduates Championship is set to use performance equalisation measures to combine its Sigma 150 and Sigmax categories into a single class next year.

The championship currently has three classes that cater for Caterham Motorsport's 270R (Sigma 135) and 310R (Sigma 150) models, as well as the older Supersport (Sigmax), and is independent from Caterham's own series. Sigmax attracts the fewest

entries and shares a grid with Sigma 150 cars, which boast variable valve timing, providing a top-end power advantage of around 8bhp and a different power curve.

Peter Godfrey, who has run several drivers to Caterham Graduates titles and now works with Ian Anderson's Alpha 7 squad, is collaborating with Surbiton-based SBD Motorsport on the project. It will lead to Sigmax cars running updated ECUs with a mapping designed to better match Sigma

150 performance.

"The Sigmax cars are older, cheaper, and we're getting to the stage where we've got fewer of them so its own championship doesn't make sense anymore," explained club chairman Matthew Willoughby. "The 310s, 150s if you like, are the future. So we need to make sure that we don't overdo it, and we'll be very clear in terms of the rolling road traces and everything that we'll share with everyone."

MARK PAULSON



OLLIE READ

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Bradley and Tandy gave the Acura a Donington shakedown



PETERSCHERER

Acura LMP2 that was only raced once to return to competition

SILVERSTONE FESTIVAL

The Acura ARX-04b LMP2 that raced only once in period will return to competition in Masters Endurance Legends at this month's Silverstone Festival.

Series frontrunner Steve Tandy, who has sold the second-generation Peugeot 908 LMP1 turbodiesel in which he was a race winner last year, will drive a car that has been restored by BBM Sport. Bob Berridge's operation has purchased two of the cars designed by Wirth Research for the 2015 season and has undertaken a nine-month rebuild of the first chassis.

The car was given a shakedown at Donington Park last week with Tandy and Richard Bradley driving. The P2 Le Mans 24 Hours class winner lapped the national circuit just below the one-minute mark.

"It was a successful test after quite a complex rebuild – the engines came in kit form and have been built up by Mountune and we are now running on MoTeC electronics," said Berridge. "Richard reckoned he would have been able to get into the 58s on fresh rubber and low fuel, and Steve was in the 62s, which isn't bad for a 69-year-old."

The ARX-04b was abandoned by the Extreme Speed Motorsports squad after the opening round of IMSA's United SportsCar Championship in 2015. The car subsequently underwent a development programme for the following year, but never raced in its revised form.

Tandy's outing in two 40-minute MEL races on the Festival bill on 26-27 August remains a one-off for the moment.

GARY WATKINS

WILMOT, ALDEN BACK IN TCR

One-time Volkswagen Racing Cup champion Andy Wilmot and former Renault UK Clio Cup racer Jeff Alden will return to TCR UK at Silverstone this weekend. Wilmot contested May's second round in an ageing Hyundai i30 N but has now upgraded to a Leon Competition that will be run by Rob Boston Racing. Alden will pilot a second Vauxhall Astra alongside DW Racing boss Darelle Wilson. He has competed in the Civic Cup support series since his last TCR UK appearance in 2020.

TITLE WAITE OVER AT CROFT

Two second places were enough for Stuart Waite to provisionally clinch the Pre-'93 Touring Cars title at Croft. Waite had eight wins from 10 races prior to the weekend and now holds a 64-point advantage over fellow BMW M3 E36 runner Clint Le Chalmers, with only 56 still available. Two-time champion Ian Bower, who won both races, is five points further adrift. "Now we can bolt some new tyres on it at Snetterton and Donington and just go and have some fun – no pressure," said Waite.

MARROW DEBUT SQUASHED

Clutch problems in qualifying for Saturday's Historic 750 Formula race at Snetterton precluded former MG racer Jon McDonald's maiden outing in his ex-Peter Birch Marrow. "It's the first time I've driven it," said McDonald, whose Formula Fordster son George spannered the Reliant-powered car.

SUBARU STARS AT SHELSELY

The mighty Subaru Legacy (below) shared by Steven Darley and Damien Bradley topped both tin-top run-offs at Shelsley Walsh during the second round of the new initiative last weekend. Darley took two narrow wins as he headed friend and rival Bradley by around a fifth of a second. Their battle took their times ever closer to the closed-car record for the Worcestershire hill. Stephen Moore (Mitsubishi E6) and Simon Bainbridge (SBR Chrono) led the chase of the flying Subaru.



PAUL LAWRENCE

Hulme shines in Dutch Superkart event

SUPERKARTS

Mixed weather affected the Dutch GP Superkarts at Assen last weekend, with British drivers featuring prominently.

Rain was forecast before race one, and it arrived on the warm-up lap with most of the grid still on slicks. Richard van de Nes took victory, while Carl Kinsey also made the right choice and finished third. Carl Hulme pitted at the end of lap one, dropping back to 46th but

then made rapid progress to snatch fourth on the final lap.

Race two later in the day was the opposite. The rain started to ease just before the start and, with the track drying, it was another gamble. Van de Nes led the way with Lee Harpham, Hulme and Sam Moss close behind and all on wets. But the crossover point came at half-distance when Recardo van Dijk took the lead and won by 25 seconds. Moss persevered with his wets and

was set for second until a piston seized on the last corner and he fell to fifth.

The final race was held in perfect conditions. Hulme took the lead on lap one, but Liam Morley, who'd had a difficult weekend, raced ahead on lap two and won from French champion Julien Goullancourt. Hulme was fourth and his points tally was enough to finish second behind van de Nes.

GARY JAMES

Mills fights through to seal Elite Cup title

LEGENDS ELITE CUP

That the Legends Cars Elite Cup title battle went right down to the wire was hardly a surprise, but the manner in which Connor Mills secured the crown was a scenario few could have predicted.

Having suffered a dramatic, fiery barrel roll earlier in the year at Brands Hatch before taking a win at Croft, Mills entered the final pair of rounds in Scotland with a slender 30-point lead over Robert Barrable in the standings.

Barrable outscored Mills in the first heat on Saturday but the latter fought back to prevail amid an almost biblical downpour in the final. A further win in the penultimate race, also in wet conditions, plus a charging drive to seventh in the last encounter meant Mills emerged as champion.

“Both of the wet races seemed to suit us this weekend, which means we must have been doing something right,” said Mills. “After the start to the season we had, we’ve only got stronger and stronger and managed to keep out of trouble for once!”

With 1200 points on offer across six races, calculations went into overdrive,



It was Mills who best tackled tricky Knockhill conditions

but the multitude of potential champions sensibly concentrated on matters at hand.

The grid draw for the opening heat put Barrable on pole and the Irishman duly made quick his escape at the front, winning by over three seconds as Jack Parker clung on to finish second ahead of the chasing quartet of Ben Higgins, Scottish championship regular Ryan McLeish, Oli Schlup and Will Gibson. Mills was only 19th but made amends slightly with sixth in heat two as Barrable was 13th.

Despite winning the final, Mills was now 30 points adrift of Barrable, whose pair of fifths on Sunday ensured that grew to an 80-point cushion ahead of the final race.

Barrable, by dint of his strong showing earlier in the day, started 30th for the reversed race and dodged a multi-car incident at Duffus on lap one. However, his luck ran out as he got caught up in a second pile-up, this time at the Hairpin, which damaged his car.

Mills was able to move into the top 10 after the safety car restart, but Barrable could do no better than 17th, handing Mills the title.

McLeish demonstrated his Knockhill expertise by taking a pair of wins, while Marcus Pett beat Matt Knight on Sunday morning by just over a tenth of a second.

STEPHEN BRUNSDON

Record-breaking event for Zelos with two more wins

MINI CHALLENGE

Excelr8 Motorsport's Dan Zelos cemented his reputation as the most successful driver in the Mini Challenge as he took his 2023 win tally to eight last weekend.

Something of a Knockhill specialist, the 2021 champion demonstrated his skills to take victory in race two, his 13th triumph

breaking the record for wins in the series. That came after a “damage limitation” fourth in the opener despite starting from pole, but it was in the reversed-grid finale that Zelos produced his best, vaulting from fifth to the lead inside eight laps.

Knockhill's capricious climate produced an unwelcome curveball before the start of race one; a wet but drying track meant

most drivers started on slicks, with Marlo Cordell the highest-placed frontrunner electing to fit wets.

Cordell was effectively a sitting duck following an early safety car period, with both Will Orton and Joe Tanner getting ahead. The Hybrid Tune teammates then swapped turns in the lead before a late lunge at the Hairpin on the penultimate lap gave Orton the victory.

A 10-second penalty for being out of position on the grid and a poor start prevented Orton from doubling up in race two, but that didn't stop the rookie from chasing Zelos hard until the finish.

Zelos made rapid progress from fifth on the grid for the finale, overtaking Jamie Osborne and Bradley Gravett in quick succession. A lovely switchback between Leslie's and McIntyres on Thomas Jack Lee sealed the deal in sensational style, as Tanner fought through from 19th to fourth.

STEPHEN BRUNSDON



Zelos is now the most successful Mini Challenge racer after double

Burton back with a bang in JTR car

PORSCHE CARRERA CUP GB

James Kellett and the returning Gus Burton shared the Porsche Carrera Cup GB wins on a weekend when Adam Smalley slightly extended his already healthy points lead.

Team Parker's Smalley arrived in Scotland with a 32-point advantage over Kellett (Century) and outscored his rival thanks to a pair of podium finishes.



Tartan JTR car romped clear in Scottish opener

The interloper of sorts in each of the 32-lap bouts was Porsche Supercup regular Burton who, after joining JTR to replace the Team Parker-bound Hugo Ellis, took pole by a comparatively hefty margin of a tenth of a second.

Burton fended off Smalley at the start and maintained his lead either side of a safety car period – caused when Jake Giddings spun off exiting the chicane – despite appearing to move before the lights went out. Smalley chased hard in second initially but couldn't live with the pace of Burton, whose lead ballooned to over 6s by the flag.

Contact at McIntyres and subsequent broken steering curtailed Burton's hopes of a double, leaving polesitter Kellett in the clear to claim the reversed-grid race. Matty Graham backed up third in race one with a solid runner-up finish, staving off Smalley, who took the final step on the podium.

STEPHEN BRUNSDON

RACE RESULTS

LEGENDS ELITE CUP

Race 1 (10 laps) 1 Robert Barrable; 2 Jack Parker +3.483s; 3 Ben Higgins; 4 Ryan McLeish; 5 Oli Schlup; 6 Will Gibson. **Fastest lap** Gibson 1m03.979s (71.29mph). **Pole** Barrable.

Starters 31.

Race 2 (10 laps) 1 McLeish; 2 Chris Needham +0.232s; 3 Andy Bird; 4 Peter Barrable; 5 Andrew Rogerson; 6 Connor Mills. **FL** Parker 59.288s (76.93mph). **P** Rogerson. **S** 31.

Race 3 (12 laps) 1 Mills; 2 Tyler Read +0.005s; 3 Higgins; 4 Luke Simmons; 5 McLeish; 6 R Barrable. **FL** Read 1m06.944s (68.13mph). **P** Paul Musselle. **S** 31.

Race 4 (10 laps) 1 Marcus Pett; 2 Matt Knight +0.151s; 3 Schlup; 4 Read; 5 R Barrable; 6 Matt Isherwood. **FL** Isherwood 58.960s (77.35mph). **P** Jonty Norman. **S** 31.

Race 5 (10 laps) 1 Mills; 2 Parker +0.472s; 3 Higgins; 4 Bird; 5 R Barrable; 6 McLeish. **FL** Parker 1m06.580s (68.50mph). **P** Musselle. **S** 31.

Race 6 (12 laps) 1 McLeish; 2 Parker +1.494s; 3 Isherwood; 4 Charlie Budd; 5 Needham; 6 Simmons. **FL** Higgins 58.862s (77.48mph). **P** Brent Bowie. **S** 31.

Points 1 Mills 2070; 2 R Barrable 2050; 3 Parker 2030; 4 Higgins 1920; 5 Pett 1665; 6 Gibson 1530.

MINI CHALLENGE

Race 1 (14 laps) 1 Will Orton; 2 Nelson King +0.807s; 3 Joe Tanner; 4 Dan Zelos; 5 Bradley Gravett; 6 Jamie Osborne. **FL** Zelos 55.473s (82.22mph). **P** Zelos. **S** 19.

Race 2 (24 laps) 1 Zelos; 2 King +3.766s; 3 Orton; 4 Gravett; 5 Thomas Jack Lee; 6 Osborne. **FL** Orton 54.766s (83.28mph). **P** Orton. **S** 19.

Race 3 (22 laps) 1 Zelos; 2 Osborne +3.114s; 3 Orton; 4 Tanner; 5 Lee; 6 Ryan Faulconbridge. **FL** Zelos 54.788s (83.25mph). **P** Lee. **S** 19.

Points 1 Zelos 625; 2 Orton 545; 3 Tanner 482; 4 King 445; 5 Oliver Meadows 421; 6 Gravett 409.

PORSCHE CARRERA CUP GB

Race 1 (both 32 laps) 1 Gus Burton; 2 Adam Smalley +6.400s; 3 Matthew Graham; 4 Charles Rainford; 5 James Kellett; 6 Harry Foster. **FL** Burton 48.594s (93.86mph). **P** Burton. **S** 23.

Race 2 1 Kellett; 2 Graham +2.005s; 3 Smalley; 4 Josh Malin; 5 Foster; 6 Rainford. **FL** Angus Whiteside 52.010s (87.69mph). **P** Kellett. **S** 23.

Points 1 Smalley 91; 2 Kellett 57; 3 Rainford 49; 4 Graham 44; 5 Malin 38; 6 Robert de Haan 37.

BRITISH FORMULA 4

Race 1 (16 laps) 1 Will Macintyre; 2 Louis Sharp +0.672s; 3 Jack Sherwood; 4 Aqil Alibhai; 5 Gustav Jonsson; 6 Noah Lisle. **FL** Macintyre 48.231s (94.56mph). **P** Macintyre. **S** 19.

Race 2 (24 laps) 1 Deagen Fairclough; 2 James Higgins +4.329s; 3 Jimmy Piszcyk; 4 Gabriel Stilp; 5 Douwe Dedeker; 6 Sherwood. **FL** Macintyre 48.216s (94.59mph). **P** Dedeker. **S** 19.

Race 3 (25 laps) 1 Dion Gowda; 2 Macintyre +0.946s; 3 Kanato Le; 4 Griffin Peebles; 5 Alibhai; 6 Jonsson. **FL** Piszcyk 48.374s (94.28mph). **P** Gowda. **S** 19.

Points 1 Macintyre 288; 2 Sharp 262; 3 Gowda 209; 4 Fairclough 198; 5 Le 173; 6 Piszcyk 173.

For full results visit: tsl-timing.com

Advantage Macintyre in F4 battle

BRITISH F4

By Saturday evening, Hitech's Will Macintyre had won the opening British Formula 4 race at Knockhill and lost it. By Sunday morning, he'd won it again and this time he got to keep it. Having successfully appealed a five-second penalty for cutting the pit exit line before Duffus Dip, the championship leader coming into the weekend then managed to extend his advantage to 26 points with second in the final race behind winner Dion Gowda.

Macintyre grabbed pole for the opener and maintained his lead into Duffus for the first time, as his main title rival, Rodin Carlin's Louis Sharp, fended

off an attack from team-mate Gowda at McIntyres. The race was then red flagged not once, but twice, leaving Macintyre the eventual winner.

Both Sharp and Macintyre had a difficult second race, which was won by JHR's Deagen Fairclough ahead of James Higgins and Jimmy Piszcyk. Macintyre suffered a right-rear puncture after contact with Gowda, while Sharp had to pit to change his front wing after tagging the back of Gustav Jonsson.

Kiwi Sharp was also in the wars in the finale. A trip through the gravel at McIntyres meant he finished only seventh as Macintyre extended his lead with an 11th podium of the season.

STEPHEN BRUNSDON



Macintyre won, lost, then won the British F4 opener

Hudson heads
Boyd as the Eclipse
SM1s were the class
of Sport Specials

Total Eclipse as Hudson, Boyd and Collingwood block out podium

**SNETTERTON
750MC
12-13 AUGUST**

Debuted in 2009, the feline-profiled Eclipse SM1s designed by Cosworth engineer Clive Hudson and Paul Boyd are prolific 750 Motor Club Kit Car and Sport Specials winners. On Saturday, Hudson and Boyd charged their Ford-engined versions past poleman Paul Collingwood's Honda-powered evolution for a marque podium lockout in the race of the day.

Multiple champion Andy Hiley split them, before a broken throttle pedal caused his Chronos to falter exiting

Murrays on the penultimate lap. Boyd, directly behind, could not avoid clipping it, yet finished only 2.97 seconds behind Hudson. Spinner Collingwood was third.

Hudson and Boyd again demoted Collingwood on Sunday morning. Hiley was third, but a jumped-start penalty dropped Lewis Ward (Westfield) from fourth to fifth behind Collingwood, who rotated again. Boyd's glory came in the finale, in which he pipped Hudson and – with the weekend's quickest lap – left the target at 1m59.13s (89.72mph).

Reigning champion Stuart Thompson (MK Indy RR) recovered from a half spin at Wilson on Saturday to lead a Class B

train comprising Neil Turner (Caterham), Douglas Hannah (Procomp) and Andrew Hayward (Sylva). Turner aced the Sunday legs to snatch the points lead from race-three retiree Hannah. Among the MEV Exocet turbocars, Stewart Mutch won twice, but was defeated by David Hughes by 0.01s in the finale.

With his works Mittell rebuilt following a Croft testing roll, Dan Clowes won the restarted Sports 1000 opener by 0.1s from championship leader Ryan Yarrow, from 12th – his Spire having lost gears in qualifying. From second, category debutant Dan Gore's Mittell rounded poleman Paul Rogers (Spire) at the start but finished third, 0.63s behind Clowes.

Yarrow won Sunday's disjointed sequel from Gore, John Cutmore (Spire) and Clowes. The Cup 200 class featured eight of the nine Suzuki Hayabusa-engined MKs built to date. Prime movers Rich Webb (RLM Engines) and David Watson (Atomic Racing) claimed the honours. Watson pipped Lewis Ward in a photo finish, albeit with almost identical times!

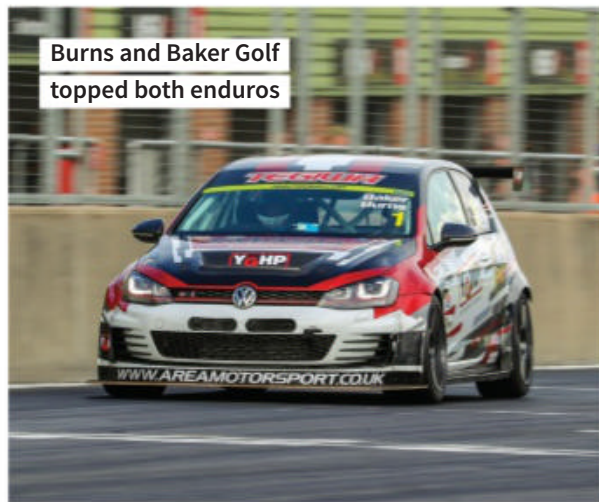
Out for the first time since Silverstone in April – when he won both races in the PRS he shares with David Bartholomew and Richard Rothery – Ed Pither won all three 750 Formula contests. Neither table toppers Mark Glover (Racekits Falcon) nor a poorly Peter Bove (Darvi 88P) have won a race this term, but Bill Cowley (Cowley MkIV) kept



Number one spot for Place (r) after
latest Classic Stock Hatch success



Yarrow recovered from gearbox woe to win in Sports 1000



Burns and Baker Golf topped both enduros



Returning Pither keeps Cowley (l) and Bove at bay

Pither honest after Saturday's safety car.

Seven-time champion Bove led Sunday morning's stanza, but Pither denied him a 67th birthday present. Ed trounced allcomers in the finale, in which Cowley ploughed off at the 'Searpin' while second. Richard Jenkins (Sheppard) ascended to third, but locked-up into Hamilton, veered across Glover's bows and was unavoidably tagged into a spin.

Running a single carburettor on his 750cc Coventry-Climax engined V2, aimed at levelling the Historic 750 Formula playing field, John Village was three seconds adrift of recent double winner Tim Sage's U2-Ford in qualifying. "It may make 50bhp now, if I'm lucky," rued Village, who was permitted to revert to twin carbs (and 60bhp) for the race. Sage reached Riches fifth, while Village got a cracker. Nonetheless, Ben Myall (Gerrell) and Sage reeled him in. Sage spun at Oggies and Myall inched ahead, but Village – a BRDC Formula Ford winner here in 1981 – beat him by 0.75s!

Austin 7 star Tim Roebuck flew in the supercharged special built by 1970s Lotus F1 racer John Miles for fifth, while Hugo Pickup (Ulster Special) earned atmo honours. Village enjoyed the multiple-start Handicap race, but Peter Marsh's A7 Paxton Special and Tim Myall's A7 Pigsty Mk13 were just beyond reach. Christian Pedersen blitzed Sunday's A7 race in his

highly developed monoposto 'Miss Green'.

Older Honda Civic EKs ruled Hot Hatch, Dan Brown winning the first two races and top qualifier Dan Silvester the third, having lowered the lap record twice. Ryan Polley (EP3) finished between them on Saturday. Integra pilots Kevin Talbot and Ben Morton both bested at fourth.

It was Renault Clio 197s to the fore in Class B. David Walsh shaded Mathew Mandipira in the opener, but Mandipira retaliated on Sunday. Stuart Kennedy (VW Corrado) denied Joel Arguelles third each time, thus the Spaniard conceded the championship lead to Martyn Paget (Citroen Saxo), headed only in C by David Drinkwater (BMW Compact) on Saturday.

Stewart Place was invincible across the Classic Stock Hatch trifecta, taking his total to nine wins from 12. Even when 75kg of ballast for the finale blunted the Peugeot 205 ace's stunning starts, he scorched to the title as rival Chris Dear slipped despondently into the pack. In the drive of the weekend, young Finn Groom maxed his Ford Fiesta XR2's traction to earn second, withstanding huge pressure from triple bronze finisher Ben Bateman (Vauxhall Nova GTE), five Pugs headed by race-two runner-up James Haslehurst and Dear, plus local Titch Kelsall's XR2i.

James Coleman and Warren Allen howled their Caymans clear in the Porsche races. Despite being collected by the

rotating Allen at Murrays, Coleman won the first. Allen took the second and the longer final, surviving contact when Coleman outbraked himself at the 'Searpin'. Nineteen-year-old Christian Walker was the Boxster standout in their wake.

Bradley Burns excelled in his first race with Rob Baker's VW Golf GTI Mk7, relaying Area Motorsport's principal to victory in the 45-minute Roadsports race having set a lap record. Josh Lawton's rorty Civic pipped Ryan Parkin's Darkside Developments Audi TT to second. Twin brother Scott Parkin landed Class B in a Golf GTI Mk6, also diesel-powered.

The Burns/Baker combo's success proved the perfect dress rehearsal for Sunday's two-hour Club Enduro encounter. They chased Will Stacey's Lotus Elise – which had its head gasket replaced post-qualifying – but thought it lost when the left-front wheel wouldn't reseat at their stop. When the Lotus expired in a cloud of steam five laps from the chequer, Baker completed the job. Mark Grice/William Beech (SEAT Cupra), Dan Silvester/Aaron Cooke (Audi RS3) and James Collins/Brett Lidsey (BMW M3 E46) also went the full distance. Scott Parkin extended his points lead by winning a Class B scrap with Luke Schlewitz/Kevin Glover (Golf GTI). Paul Subbiani/Jonny Hayes (BMW 318Ti) worked tirelessly for C honours.

MARCUS PYE

WEEKEND WINNERS

SPORT SPECIALS

Races 1 & 2 Clive Hudson (Eclipse SM1)

Race 3 Paul Boyd (Eclipse SM1)

SPORTS 1000

Race 1 Dan Clowes (Mittell MC-53)

Race 2 Ryan Yarrow (Spire GT-3)

750 FORMULA

Races 1, 2 & 3 Ed Pither (PRS 1b)

HISTORIC 750 FORMULA

Race 1 John Village (Village V2)

Handicap Peter Marsh
(Austin 7 Paxton Special)

AUSTIN SEVEN

Christian Pedersen (A7 Monoposto)

HOT HATCH

Races 1 & 2 Dan Brown (Honda Civic EK)

Race 3 Dan Silvester (Honda Civic EK)

CLASSIC STOCK HATCH

Races 1, 2 & 3 Stewart Place (Peugeot 205 GTI)

CALM ALL PORSCHE TROPHY

Race 1 James Coleman (Cayman)

Races 2 & 3 Warren Allen (Cayman)

ROADSPORTS

Bradley Burns/Rob Baker (VW Golf GTI)

CLUB ENDURO

Bradley Burns/Rob Baker (VW Golf GTI)

For full results visit: 750mc.co.uk

Eastick guides T-Type Bentley to victory

SILVERSTONE

BDC

12 AUGUST

The Bentley Drivers Club's Silverstone meeting's flagship race, the Times Challenge Trophy, resulted in a predictable but enjoyable win for Benjamin Eastick's Bentley T-Type single-seater.

A post-race 30-second handicap did not prevent his victory, as Oliver Llewellyn finished second in his Bentley 3/8.

Christopher Mann's Helle Nice tribute Alfa Romeo Monza won the concurrent Pre-War section.

The BDC's Classic Challenge & Morgan TT contest went the way of Jack Smith in his MGA after an effortless-looking victory, finishing 15s clear.

He charged past poleman Jack Bellinger's Morgan 4/4 off the line and was never bothered again, but a furious battle for second and third ensued. Roy Chamberlain (Triumph TR250) and James Bellinger in his 4/4 were the chief contenders, with the latter being passed at the line on the penultimate lap by Chamberlain. James Bellinger had already come back from an earlier spin in the wet at Brooklands, which dropped him to eighth, but he kept pushing and finished third. Another noteworthy performer was Christopher Baines in his Porsche 924 who, after starting at the back, worked his way to ninth.

The Aston Martin Owners Club's St John Horsfall Trophy was taken by the evocatively named Aston Martin Speed Red Dragon, driven by Alan



Even with a handicap,
Eastick took the win
in Times Trophy

Middleton, who passed David Freeman's Speed Model on the line after a race-long series of attacks. Darren Turner was third in a Team Car, having been jumped at the start by Middleton.

The 40-minute Ecurie Classic Racing enduro almost ended with another change of position at the flag, but Christopher Edmunds took advantage of his Mini Cooper S's grip on the wet track and held off a Jaguar Mk2 driven by Nigel Webb and John Young. The big Jaguar had started from pole, but a first-lap mishap dropped it to fifth and, by the time its drivers had got into second, Edmunds was too far ahead.

Adrian King credited the tyre choice on

his AC Ace as a big factor in his Fifties Sports Car Racing victory. Using scrubbed-in new rubber, he prevailed on a wet and extremely slippery track, finishing over a minute ahead of his nearest rival, Paul Woolmer's Elva Courier. The Kellison J4R of Richard Tyzack and Nick Taylor that started on pole retired quickly with a broken exhaust, with last year's winner, Murray and Andy Shepherd's Ace, succumbing to a misfire later. Geoff Turrall and Robert Worthington's Triumph TR3A led for a time but was caught by earlier-stopping cars.

The Morgan Challenge, running as a tribute to series stalwart Philip Goddard who died last month, featured a dry and a wet race. Billy Bellinger won the dry edition in his +4R, having chased down Bill Lancashire's +8 for almost the whole 20 minutes. Lancashire had qualified on pole and did well to weather Bellinger's attacks, and it was only a mistake from Lancashire in the final laps that allowed Bellinger through to win.

He handed the +4R over to Ian Sumner for race two, which was run in heavy rain. The conditions favoured the newer +6 of Tom Andrew, who won by a large margin from Lancashire as Sumner spun out.

David Ratcliffe took advantage of his scratch position to win the Bentley Handicap in his Speed Model. Sebastian Welch (3-litre Speed) overcame a minute's handicap to finish third, behind the even more heavily handicapped William Elbourn Sr in his 3/4.5. The only modern car on the grid, Simon Worthington's GT, crashed out on lap one, while Eastick's T-Type was unable to make an impression due to a



FISCAR race was held
in tricky conditions as
King (third) dominated



WEEKEND WINNERS

BDC TIMES TROPHY/PRE-WAR CHALLENGE

Benjamin Eastick (T-Type)

BDC CLASSIC & MORGAN TT

Jack Smith (MGA)

AMOC PRE-WAR ST JOHN HORSFALL TROPHY

Alan Middleton (Aston Martin Speed Red Dragon)

ECURIE CLASSIC RACING

Christopher Edmunds (Morris Mini Cooper S)

FISCAR

Adrian King (AC Ace)

MORGAN CHALLENGE

Race 1 Billy Bellinger (+4R, below)

Race 2 Tom Andrew (+6)

BENTLEY HANDICAP

David Ratcliffe (Speed Model)

BDC OPEN & ALLCOMERS

Simon Ray (ADR Sport 2 Hayabusa)



For full results visit: [tsl-timing.com](https://www.tsl-timing.com)

4m40s handicap for the eight-lap race.

The Open race had a depleted entry due to the bad weather and was won by the ADR Sport 2 of Simon Ray. He had spun at the start and made his way back to the lead, passing Tom Commander's Phantom P79 on the penultimate tour.

RACHEL HARRIS-GARDINER



ON THE PACE BEFORE MISSING OUT Ash Hicklin's 2004 Bentley LS3 Chevrolet was unable to race due to a serious gearbox problem in qualifying. Although surrounded by classic British-built engineering, it houses a GM LS3 block more commonly found in a Chevrolet Corvette or Camaro. Hicklin qualified second for the Allcomers race, his times on a par with the Phantom P79 and the ADR Sport 2 that dominated, despite both being lightweight prototypes.



RARE RAILTON STILL IN ACTION One of only two Railtons still being raced, Anthony Fenwick-Wilson's 1935 Light Sports Tourer is still used on a regular basis. Named 'Rosita' as a tribute to a granddaughter who died in a car accident, the car carries a brass monkey mascot that Fenwick-Wilson has owned since 1957, and has had mounted on various vehicles he has driven over the years. He finished 29th in the Times Trophy contest.



FROM ONE MOSS TO ANOTHER Another car to qualify but not race was Graham Moss's Lister Knobbly. It was previously raced by Stirling Moss (no relation) in 1958 when he won a grand prix support race at Silverstone. Before being bought during lockdown by speed record holder and Bentley restorer Graham Moss, it was owned and raced for many years by Steve O'Rourke, manager of band Pink Floyd, in the USA.



Griffin roars to double win to delight of Mondello crowd

**MONDELLO PARK
MPSC HISTORIC FESTIVAL
12-13 AUGUST**

The Mondello Park Historic Festival was a huge success last weekend, with fantastic racing and huge crowds packing the circuit on both days.

Despite not competing regularly in recent times, the spectacular Dave Griffin starred, taking the St Brigid's Trophy honours as he blasted his Crosslé 9S to the front after a tardy start. In his wake, Jackie Cochrane came out on top of a hectic scrap with Billy Crosbie, with the latter having to take to the grass on a number of occasions in his efforts to clamber his way past the flying Sunbeam Tiger. Despite his Saturday night celebrations, Griffin was untouchable in Sunday's race two, carrying the live TV camera as he eased away, crossing the line well clear of Cochrane – who again held off the charging Crosbie, the latter's Crosslé 9S

just eclipsing Griffin for fastest lap.

Noel Roddy, in John Naylor's beautiful Formula Ford 2000 Van Diemen RF81, was strongly tipped to take the Birrane Trophy honours, a theory boosted by the withdrawal of the majority of the UK visitors in the days preceding the event. Nobody had accounted for the pace of Adrian Langridge, though, who took pole in his Reynard. On the opening lap, an opportunistic move by Roddy resulted in the two FF2000s tangling at Devaneys, with the baying pack of FF1600s charging through to chase the famous trophy. Northern Ireland FF1600 star Alan Davidson led initially in his Mondiale but an inspired drive by Callum Grant ended with him charging to the front and taking the honours in his elderly Merlyn, with Davidson chasing.

In the second race, Roddy pitted early with an electrical issue, leaving Langridge clear to take an unchallenged victory. In

his wake, however, an FF1600 battle had the crowds on their toes. Grant led but Davidson forged a way past mid-race. It looked like the Mondiale might take the honours but Grant was far from done and retook the lead. Former FF1600 star Mark McKenna closed down the duo in his immaculate Crosslé 35F and briefly deposed Davidson for second, the trio crossing the line as one on FF1600's popular return to the Kildare venue.

The visiting Frazer Nash contingent ran and hid from the Irish Pre-'55 competitors in race one, with Chris Chilcott battling to the front with some spirited moves on his way to victory. When they raced for the Dublin Grand Prix on Sunday, with the grid reversed, Shane Houlihan drove superbly to just hold off European GT4 star Alex Denning, the two Rileys crossing the line side by side.

Luke Marmion appeared to ease off a touch too much on the final lap of the Future Classics opener, handing victory to poleman, and fellow Toyota Celica driver, Raymond Melia – despite his 10-second penalty! Brian Sexton hustled his Mazda MX-5 to the front in race two and, despite Melia's best efforts, just held on to take the chequered flag. Having led early on, to the delight of the crowds, Robbie Parks' Ford Capri was third home.

In the Future class, Aoife Brady's Honda Civic took pole on her first-ever race weekend and converted it into a strong win, once she battled her way past the fast-starting Phil Lawless. She did it again in the sequel, but this time ran with the faster class cars early on, crossing the line third overall.

Mark Dwyer looked a sure bet for honours in the one-hour Guards Trophy race, his Lenham benefiting from a



ALL PHOTOGRAPHY: MICHAEL CHESTER

WEEKEND WINNERS

**HISTORIC RACING CAR ASSOCIATION**

Races 1 & 2 Dave Griffin (Crossle 9S)

FORMULA FORD

Race 1 Callum Grant (Merlyn Mk20A)

Race 2 Adrian Langridge (Reynard SF81)

HISTORIC RACING CAR ASSOCIATION PRE-'55s

Race 1 Chris Chilcott (Frazer Nash)

Race 2 Shane Houlihan (Riley 12/4)

FUTURE CLASSICS

Race 1 Raymond Melia (Toyota Celica, above)

Race 2 Brian Sexton (Mazda MX-5)

GUARDS TROPHY

Race 1 David Forsbrey/Andrew Newall (Chevron B8)

Race 2 Robert/Ben Tusting (Lenham P69, below)



For full results visit: timing.ie

safety car intervention during his pitstop to place him a lap ahead. Unfortunately, the David Forsbrey/Andrew Newall Chevron, a lap down, was in defensive form and, as they approached Bridgestone, the leader – trying a run round the outside – couldn't get stopped and went off. The Lenham ended up atop the tyre barrier, causing another lengthy safety car period. This left the Chevron to take the spoils, from the similar machine of Mark Owen and Ben Tinkler. Irish honours were upheld by David Kelly and Stephen Doyle, who took the final podium position in their immaculate Crossle 9S.

On Sunday, as the class raced for the Irish International Grand Prix, Martin Donnelly, returning to Mondello after a long absence, led the charge early on in the Mark Owen Chevron B8. A jumped-start penalty dropped them back though and, after 40 minutes of action, it was Robert and Ben Tusting who triumphed in their beautiful Lenham from Forsbrey/Newall, with Donnelly/Owen completing the podium.

LEO NULTY



DROUGHT AMONG PLENTIFUL DEMO STARS Nicole Drought, fresh from a second-place finish in the EnduroKa series at Snetterton the previous weekend, demonstrated the Spice-Hart SE86 (above) from the circuit's Martin Birrane Collection on a number of occasions at the Mondello Park Historic Festival. She was joined on circuit by David Kennedy in the rare Ford C100 and circuit sporting director Ian Beatty in a BMW M1 Procar, while GB3 star Alex Dunne also had a run in the glorious-sounding Spice.



IONA REUNION IS SPECIAL Edmund Cassidy campaigned the famous Iona Special in the Pre-'55 class at the weekend at Mondello Park. Cassidy had chased the car for many years before purchasing it from America and bringing it back to Ireland in recent times. He was joined by the family of the US owners in an emotional reunion in the paddock and took a best result of sixth from the two contests.



DONNELLY TAKES POPULAR PODIUM Former Lotus Formula 1 driver Martin Donnelly made a popular return to Mondello Park at the weekend as he joined Mark Owen in a Chevron B8 for the Irish International Grand Prix race. True to form, Donnelly led early on and, despite a penalty, the delighted duo visited the podium with third place. Donnelly has raced a variety of cars in the UK in recent seasons including a Lotus Elise and BMW 116.

Showers fail to dampen Classic Thunder tussles

CROFT
BARC
12-13 AUGUST

Two dramatic Classic Thunder races at Croft last weekend, both hit by rain showers, were won by drivers starting from the fourth and fifth rows of the grid.

BMW M3 E36-powered locals Mike Cutt and Kirk Armitage led the opener but, as they thundered towards Clervaux to start lap three of 10, Nick Vaughan tried to squeeze his turbocharged Audi A3 between Armitage and the pitwall. The gap was already closing and Armitage's M3 was turned heavily into the barrier, sidelining both. Cutt, meanwhile, lasted less than another half lap before a broken suspension arm stranded him.

Pre-'93 regular Ian Bower (M3 E36) inherited the lead before Neil Philpotts's Mitsubishi Starion powered past and withstood Bower's pressure until the Evo engine's throttle body snapped virtually within sight of the chequered flag.

Having deposed Bower early in the sequel, Philpotts led until the penultimate lap but was denied again, this time by a throttle spring. The repaired Vaughan and Cutt carved through to first and second.



Vaughan and Cutt charged through the Classic Thunder field

In Pre-'83 Touring Cars, Jonathan Corker (Datsun 510) was another long-time leader to twice miss out. Harried by Will Davison's BMW E30, Corker's missed gear let Davison slip past on Saturday, while an ignition cut-out consigned him to second on Sunday. Simon Jeffs (Volkswagen Golf GTI Mk1) was twice third. Concurrent Pre-'66 honours went to Croft expert Barry Sime's Morris Mini, just resisting James Everard's Alfa Romeo Sprint GT on Sunday after a more comfortable Saturday success.

Stewart Whyte aced a Super Tourers double in his ex-Tom Kristensen Honda Accord. Jason Hughes, whose Vauxhall

Vectra annexed pole in the wet, couldn't match Whyte in the dry as he settled for second ahead of Mark Jones (Renault Laguna). A puncture cost Hughes in race two and, with Jones hitting engine trouble, Pre-'93 racers Bower and Stuart Waite filled the podium. Gary Prebble and Ross Craig's Civics split Pre-'03 honours.

Straight-six, V8 and V12 power were evenly matched as XJS pair Guy Connew and Colin Philpott and XK racer Jack Robinson set the Jaguar Challenge pace, the trio split by 0.1 seconds in qualifying as Robinson took a maiden pole. He briefly led the opener before Philpott pounced,

Simpson battles to a brace in Pickups at Donington

DONINGTON PARK
BARC
12-13 AUGUST

The Pickup Truck racing stole the show at the Convoy in the Park meeting at Donington Park last weekend.

Four drivers battled for the lead in race one, with Matt Simpson taking Allen Cooper for the top spot on the second lap. As Simpson edged clear to claim the win, Cooper retained



Two wins went the way of Simpson

second on the road, but a track-limits penalty dropped him to fourth behind Dale Gent and Mark Willis, who had swapped positions on the last lap.

Gent made an escape in the second race, which was the replacement for the Thruxton contest that had been postponed. Paul Tompkins, Reece Jones and Jamie Liptrott made it four for the lead, but track-limits abuses ended in disqualification for Liptrott. Jones and Tompkins exchanged places, taking the pressure off Gent, but Tompkins managed to reclaim second a lap from home.

It was a first-lap break for Simpson in the third race, with Willis, Cooper and Jones disputing second. Jones led the chase from the second tour, but Willis's pressure finally told into Redgate on lap eight of 14 before they took the flag just 0.352 seconds apart.

The Tompkins duo of father Paul and son Dean escaped in the final race, aided by a massive seven-truck fight for third. But with Eric Boulton off at McLeans after

David O'Regan spun, the group split before the race finished behind the safety car. Cooper and Willis completed the top four behind Tompkins Sr and Jr.

Reigning British Truck Racing champion Ryan Smith won the opening three races of the weekend. Along with Stuart Oliver and David Jenkins, the trio held station from the opening lap of race one.

And it was Smith and Oliver to the fore from the start of the second race, too, but Jenkins lost his early third place to Bradley Smith and Simon Reid, who took their duel to the flag, with Smith just holding on.

Craig Reid had built a substantial lead in race three, with Tom O'Rourke heading the chase, but Ryan Smith charged through to claim second at the chicane and soon reeled in Reid. He managed to squeeze ahead at Redgate on the last lap for his hat-trick, leaving Reid with a comfortable second over O'Rourke.

The fourth race was restarted after Bradley Smith crashed heavily at

WEEKEND WINNERS

CROFT

CLASSIC THUNDER/BOSS

Race 1 Ian Bower (BMW M3 E36)

Race 2 Nick Vaughan (Audi A3)

PRE-'66/PRE-'83 TOURING CARS

Races 1 & 2 Will Davison (BMW E30)

SUPER TOURERS/PRE-'93

& PRE-'03 TOURING CARS

Races 1 & 2 Stewart Whyte (Honda Accord)

JAGUAR CHALLENGE

Races 1 & 2 Colin Philpott (XJS)

CATERHAM GRADUATES –

SIGMAX/SIGMA 150

Races 1, 2 & 3 Will Stilwell (Sigma 150)

CATERHAM GRADUATES – SIGMA 135

Races 1 & 3 Ben Wheatley

Race 2 Richard Groom

JUNIOR SALOONS

Races 1 & 2 Daire Flock (below)



DONINGTON PARK

PICKUPS

Races 1 & 3 Matt Simpson

Race 2 Dale Gent

Race 4 Paul Tompkins

BRITISH TRUCK RACING

Races 1, 2 & 3 Ryan Smith

(Daimler Freightliner)

Races 4 & 5 Simon Reid (Iveco Stralis)

CNC HEADS SPORTS/SALOONS

Race 1 Steve Harris (Saker S1-500)

Race 2 Andrew Southcott (MG Lenham Midget)

MG OWNERS' CLUB

Race 1 Scott Bugner (ZR 160)

Race 2 Steve McDermid (ZR 170)

INTERNATIONAL TRUCK PRIX

Races 1, 2 & 3 Jamie Anderson (MAN TGX)

Race 4 Mark Taylor (MAN TGX)

KUMHO BMW

Races 1 & 2 Bryan Bransom (E46 M3, below)

CMMC INTERMARQUE SILHOUETTES

Races 1 & 2 Lewis Smith (Mercedes SLK)

For full results visit: tsl-timing.com

No one could match
Stilwell in Caterham
Sigma 150 races



the new leader then resisting pressure from behind before Connex's last-lap spin at Tower handed Robinson second.

Having switched rubber, Andrew Harper's supercharged S-Type R made it a quartet for the rematch. He jumped Robinson for third but could not demote Connex, who himself couldn't prevent Philpott completing a double.

On his Croft debut, Will Stilwell charged to a Caterham Graduates Sigma 150 hat-trick. He scarpered to a 9s opening-race win, as the track dried following an early shower, then passed points leader Harry Cramer midway through the second

thrash, with James Wingfield also edging Cramer. The same podium was repeated in the finale after all had spells in front.

Ben Wheatley was denied a shot at a Sigma 135 hat-trick when his kill switch failed as the cars were called for race two, in which Richard Groom scooped the win.

Daire Flock strengthened his Junior Saloons title challenge with a brace, controlling both races ahead of Jack James, while problems in qualifying and tardy getaways restricted fellow title challenger Cameron Pratt-Thompson to fourth and third places.

MARK PAULSON



Hollywood and, at the restart, it was any one from three as Steven Powell led Jenkins and Simon Reid. Reid led from the chicane on lap seven for the win, but Jenkins lost second to a track-limits penalty, handing the place to Powell, but just retained third from Ryan Smith. Reid took his second win in the finale, but there was little to split Oliver and Ryan Smith behind.

Steve Harris's Saker was a lights-to-flag winner in the first CNC Heads Sports/Saloons race, with Ric Wood's Nissan Skyline second after Ray Harris's Ginetta G55 had clutch problems and dropped to fourth behind Arron Armiger's Vauxhall

Tigra. Having retired from race one, Andrew Southcott's Lenham MG Midget took the race-two spoils from the closing Saker of Paul Rose, both having started at the back of the grid. Harris retired after he went into the McLeans gravel, meaning Simon Allaway's Lotus Esprit V8 completed the top three.

Scott Bugner and Steve McDermid shared the victory spoils in two terrific MG Owners' Club duels. Jamie Anderson won three of the four International Truck Prix races, but just lost out to Mark Taylor in the finale.

PETER SCHERER



Mazda pack gave chase to Foden at Cadwell

STEVE JONES

WEEKEND WINNERS

MAZDA MX-5 CHAMPIONSHIP

Races 1 & 2 Steve Foden
Race 3 Adam Sparrow

MAZDA MX-5 SUPERCUP

Race 1 Sam Heading
Race 2 Aidan Hills
Race 3 Leigh Britten

MAZDA MX-5 CLUBMAN

Races 1 & 2 Jordan Pimley

CIVIC CUP

Race 1 Max Edmundson (EP3)
Race 2 Dave Marshall (FN2)
Race 3 Ryan Bensley (EP3)

MG METRO CUP

Race 1 Mike Williams
Race 2 Rhys Claydon

MODIFIED FORDS

Race 1 Ashley Shelswell (Sierra XR4i)
Race 2 David Matthias (Sierra Sapphire Cosworth)

FIESTA ST150 CHALLENGE

Race 1 Michael Blackburn
Race 2 Chris Grimes
Race 3 Daniel Robinson

AUDI TT CUP

Races 1 & 2 Ross Makar

BMW COMPACT CUP

Race 1 Gareth Claydon
Race 2 Guy Davis

EVOLUTION TROPHY

Races 1 & 2 Simon Tomlinson (VW Golf)

For full results visit: tsl-timing.com

Marvellous Mazda double for Foden moves him closer to title

CADWELL PARK
BRSCC
12-13 AUGUST

Steve Foden scored another brace of wins during three thrilling Mazda MX-5 Championship contests at Cadwell Park last weekend.

Foden led from chief rival Adam Sparrow initially on a slippery circuit but, struggling with a rear-shock issue, Sparrow was picked off by the chasing pack and finished 10th. Luke Pullen briefly snatched the lead before losing out to Foden and Ted Bradbury, with Jason Greatrex making a better exit from Charlies to take fourth from Pullen, who retired with gearbox issues.

Greatrex then inherited second when Bradbury slid off at Chris Curve in a battle with Foden, who eventually broke clear of his pursuers for his 11th win of the season ahead of Greatrex, while Oliver Graham climbed from 11th to third.

Conditions improved for Sunday's two races, the first of which was

immediately red-flagged after Tim Storer collided with Pullen, sending both heavily into the barriers. Having led before the stoppage, Foden made a slow getaway second time around and lost out to Greatrex. The pair made contact at Chris Curve and delayed Owen Mills, who lost third to Graham. Greatrex led until a mid-race safety car intervention, following which he was challenged at Park by Foden, who was squeezed onto the grass.

Foden eventually prevailed by sweeping around the outside at Coppice and surviving a sideways moment on the grass to complete the move into Charlies, where Greatrex slid off and lost further places. Graham made a switchback move into Chris Curve to lead, but Foden fought back on the final lap to take another win, closely followed by Graham and Jack Noller.

Foden resisted early pressure in the finale before being passed around the outside at Chris Curve by Sparrow. He was soon back ahead, only to lose out in a four-way tussle, with Sparrow holding off Bradbury on the final lap for victory ahead of Graham and Foden – although Bradbury dropped to fourth due to a track-limits penalty.

Aidan Hills edged closer to the MX-5 Supercup crown, but had to settle for second in race one behind Sam Heading, who took a maiden win. Will Blackwell-Chambers led the sequel before stopping at The Mountain with a box of neutrals as Hills prevailed against James Cossins for his 10th victory of the year. Leigh Britten

headed a fierce five-way scrap ahead of Hills and Cossins in race three.

Jordan Pimley boosted his MX-5 Clubman title hopes with a double win, while his main rival Matthew Fletcher was hampered by a penalty in race two.

Max Edmundson edged Alistair Camp in the first Civic Cup race, while polesitter Ryan Bensley lost power and tumbled to 13th. Dave Marshall wrestled the lead from Alex Kite in a thrilling duel from Park all the way to Mansfield to take race-two victory ahead of Morgan Bailey and Camp, while Kite retired with damage. Bensley won a heavily disrupted finale ahead of Edmundson and Dan Thackeray.

Mike Williams won the opening MG Metro bout, while Rhys Claydon retired with a loose bonnet. Claydon spun in a race-two collision with Williams, who showed great sportsmanship by waving Claydon through for victory.

STEVE WHITFIELD



First MG Metro Cup win went to Williams

STEVE JONES

Menzies crashes as Summers and Ryder take wins

SHELSLEY WALSH
BRITISH HILLCLIMB
12-13 AUGUST

Fortunes turned around in the British Hillclimb Championship title battle as, while Alex Summers and Matthew Ryder both scored wins, Wallace Menzies left Shelsley Walsh with a badly damaged car.

After 21 largely faultless performances, Menzies faltered at Wiscombe Park with a harmless overshoot last month. But at Shelsley his mistake was far more serious with a high-speed shunt in his Gould GR59 on the rush through the Kink and up to Bottom Ess.

In contrast, fabulous drives from Summers and Ryder bagged the big scores. This one weekend is unlikely to change the destiny of the 2023 title, for Menzies still has a useful lead, but it certainly changed the form at the head of British hillclimbing.

The mid-summer assault on the slopes of the Teme Valley always delivers drama and this year was no different.

There was the merest hint of rain in the air as the contenders lined up for the day's first top-12 run-off. Ryder, in the Gould GR59 he shares with Sean Gould, set the bar at 23.34s, just under a second shy of the hill record held by Gould in the same car. Menzies was quick with 23.45s but it would only prove to be good enough for fifth.

Will Hall set out his stall with a mighty 23.19s, which Scott Moran matched exactly as the GR59s packed the top of the timesheets. But last to run was Summers and, with his DJ Firestorm's handling back in the sweet spot, he stormed the 1000-yard climb in 23.10s to seal a well-deserved fourth win of the season.

At the end of the afternoon, the second run-off delivered more drama and excitement. This time, Ryder stitched



Summers claimed his fourth win of the season

PAUL LAWRENCE

it all together and dipped to 22.57s, a fifth of a second off the record and a pace that no one could match.

Hall was very happy to be the newest member of the exclusive 22s club with a personal best of 22.83s and fourth place. The last two to run were Menzies and Moran and the former attacked ferociously. However, the car got out of shape through the compression at the Kink, hitting the bank on the left and spinning up the road before coming to a halt with the driver thankfully unharmed. For a competitor who seldom puts a wheel wrong, it was a heavy penalty.

The incident left Moran with a long wait on the startline and the final climb of the day in 22.78s was good enough for second once again as he edged Summers by 0.02s.

Summers said: "I'm mega happy with that but just sad for Wallace. That's just what dropped scores are for. Matt did an absolutely stonking run this afternoon but we've made massive progress since we were here in June."

Ryder added: "You have to be really committed here and put it all together. It's been a bit of a rollercoaster but I'm

really happy with the result."

Others to feature included Dave Uren, back in his Gould GR55 after a two-month break following a catastrophic gearbox failure. Mighty performances in less powerful cars came from Zach Zammit and Paul Haimes, who both scored BHC points with very committed runs.

PAUL LAWRENCE

HILLCLIMB RESULTS



JOYRICHINGS

ROUND 23

1 Alex Summers (2.7 DJ-Cosworth

Firestorm) 23.10s; 2= Will Hall (4.0 Gould-Judd GR59) & Scott Moran (4.0 Gould-Judd GR59J) 23.19s; 4 Matthew Ryder (4.0 Gould-Judd GR59JB) 23.34s; 5 Wallace Menzies (3.3 Gould-Cosworth GR59M) 23.45s; 6 David Uren (3.5 Gould-NME GR55B) 23.63s; 7 Sean Gould (4.0 Gould-Judd GR59JB) 23.66s; 8 Trevor Willis (3.2 OMS 28-RTE) 23.97s; 9 Zach Zammit (1.3t Empire-Suzuki Wraith) 24.81s; 10= Paul Haimes (1.3t Gould-Suzuki GR59) & David Warburton (1.6 Gould-Suzuki GR59) 24.94s.

ROUND 24

1 Ryder 22.57s; 2 Moran 22.78s; 3 Summers 22.80s; 4 Hall 22.83s; 5 Uren 23.55s; 6 Willis 23.77s; 7 Zammit 24.22s; 8 Haimes 24.46s; 9 Gould 24.57s; 10 Jack Cottrill (2.7 DJ-Cosworth Dallara) 24.62s.

POINTS

1 Menzies 204 (above); 2 Moran 186; 3= Ryder & Summers 163; 5 Hall 117; 6 Gould 101.

For full results visit: britishhillclimb.co.uk



Ryder was close to the hill record with winning run

PAUL LAWRENCE

FINISHING STRAIGHT

How good is the Haynes Motor Museum for families?

HAYNES MOTOR MUSEUM

The British summer weather certainly left more than a little to be desired on a recent holiday with my wife and two young children, so finding things to do indoors that would keep a two-year-old engaged was a primary focus.

Step forward, the award-winning Haynes Motor Museum in Somerset with its celebration of soft-tops and newly created 'Now That's What I Call a Convertible' trail – and yes, the route is signposted with badges featuring a logo familiar to fans of the similarly titled series of albums.

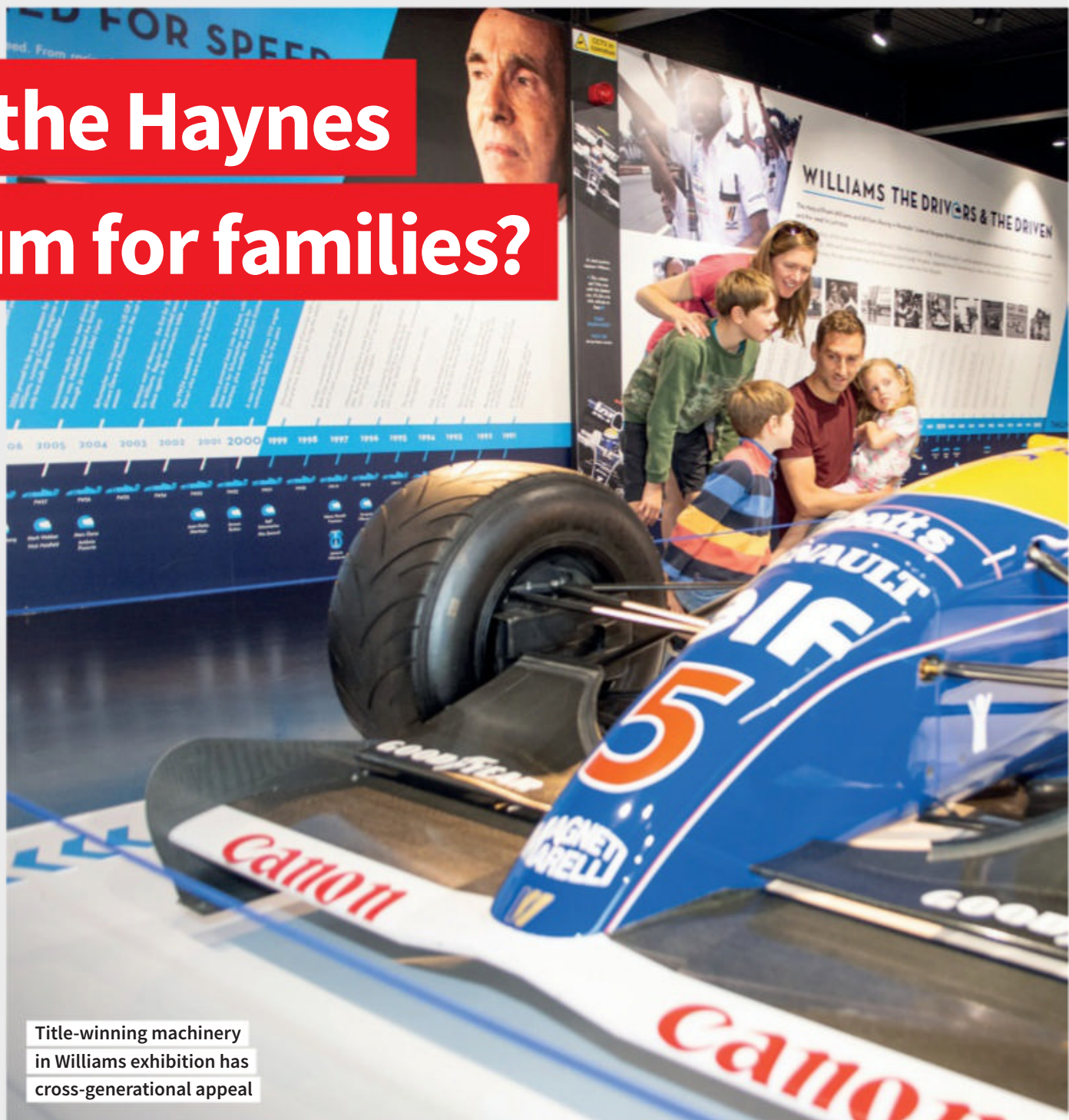
Upon entry, children are handed a booklet with a number of trivia questions to be answered and items to be found in the collection of over 300 vehicles. While these challenges offer something for children, the answers and items are displayed clearly enough so that parents can point youngsters in the correct direction. Without giving away too much, don't panic if you reach the final rooms and still have plenty of answers to find!

My previous experience of motor museums and the relative lack of child-friendly attractions did result in my expectations of finding a fulfilling experience for all the family being relatively low. But it is safe to say that I was more than a little bit surprised by what was on offer.

Having conferred with my toddler, I can confirm that the highlights were the interactive 'paint your own Mini'



Cozy Coupes keep parents on their toes



Title-winning machinery in Williams exhibition has cross-generational appeal

attraction, the racing driver dressing up station in the Williams exhibition, and the access to Little Tikes Cozy Coupes in which to tour the museum. However, I do feel these iconic red vehicles should carry a warning of heart attacks for parents, especially around some of the highly valuable exhibits!

Speaking of which, although the museum is about far more than just motorsport and features some incredible examples of automotive history, Autosport is – by name – focused on the on-track examples, and there was plenty to satisfy this appetite.

As mentioned, there's a Williams exhibition that features crash-damaged parts from Pastor Maldonado's time with the team, as well as Nigel Mansell's title-winning 'Red 5' FW14B, Damon Hill's title-winning FW18 and a selection of other more recent examples.

But, to a toddler at least, these all paled in comparison to a Ferrari showcar from 1996, complete with Michael Schumacher's number one from his first season with the Scuderia.

After exiting the stunning 'Red Room', there's a convenient pause point with an outside play area and electric

go-karts for bigger children.

On a practical note, there are plenty of toilets and baby changing facilities dotted throughout the museum – something that may seem mundane but cannot be underestimated when travelling with very young children!

Keeping with the practicality theme for a moment, while there is a perfectly enjoyable cafe, the outdoor play area also includes a picnic spot for those wishing to take their own food.

One thing that assisted in holding the attention of my daughter for our three-hour visit was the perfect division of the halls of cars and the interactive features. A regular distraction were the plentiful brass rubbing stations, where children and adults alike could use crayons to create a memory of particular cars – one of these being of a personal favourite, the Dodge Viper.

I mentioned earlier the 'paint your own Mini' feature. Although you don't literally pick up a paintbrush, but instead select a pre-made livery to be projected onto the shell of a classic Mini, this is a fun closing activity.

Regrettably, as we were at the opposite end of the museum at the time, we missed the live outdoor car display, where you can



peek under the bonnet of a selection of cars, and there is the opportunity to even clamber into the driver's seat of some classics.

The gift shop is stocked with all the usual souvenirs that you would expect, as well as a highly tempting complete set of 1:43-scale 2022 F1 season models, Formula E Scalextric cars and – of course – Haynes manuals.

If you're looking for a way to spend an afternoon with the family, this is certainly a solid option. You wouldn't be able to extend this into a full day's activity, but two/three hours is easily manageable.

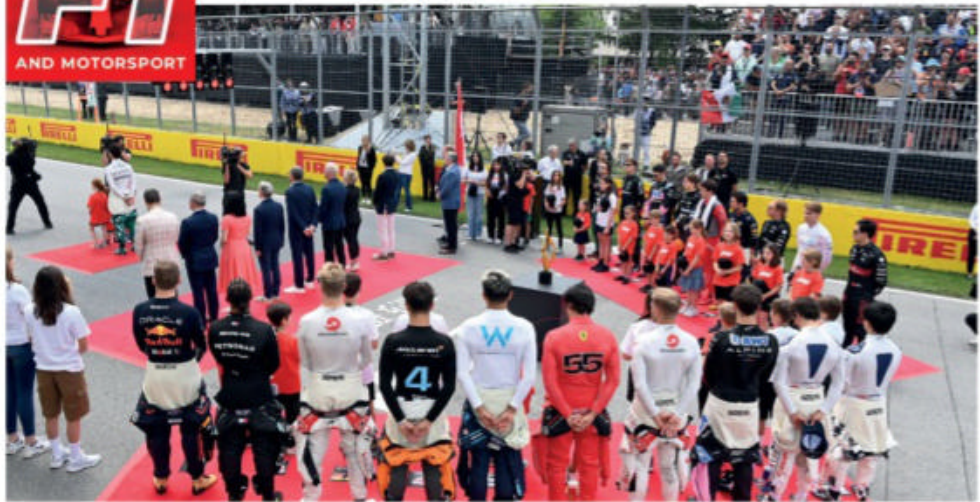
SAM HALL

TICKET INFORMATION

Entry price (discounts are available for advance bookings): adults £21.95, concessions £18.50, children (4-15) £12.50, under-4s free.



[autosport.com/podcast](https://www.autosport.com/podcast)



SUTTON/MOTORSPORT IMAGES



F1 2023 half-term report

Who's performing the best (other than Red Bull, duh) and who could use a big upgrade for the second half of the year? With over half of the 2023 Formula 1 season now over, Martyn Lee sat down with Alex Kalinauckas and Matt Kew to review all 10 F1 teams and discuss the highs, the lows and everything in between.

WHAT'S ON

INTERNATIONAL MOTORSPORT

MotoGP
Austrian Grand Prix
Round 10/20
Red Bull Ring, Austria
20 August
TV Live TNT Sport 2, Sun 1230
TV Highlights ITV4, Mon 2000

DTM
Round 5/8
Lausitzring, Germany
19-20 August
TV Live Viaplay, Sat 1215, Sun 1215

NASCAR Cup
Round 25/36
Watkins Glen, USA
20 August
TV Live Viaplay, Sun 1930

NASCAR Xfinity
Round 23/33
Watkins Glen, USA
19 August
TV Live Viaplay, Sat 2000

Australian Supercars
Round 8/12
The Bend, Australia
19-20 August
TV Live TNT Sports 3, Sat

0745, TNT Sports 2, Sun 0300

World Rallycross
Round 6/8
Estering, Germany
19-20 August
TV Live TNT Sports 2, Sun 1500

UK MOTORSPORT
Oulton Park MSVR
19 April
Bernie's V8s/Outlaws/Corvette Anniversary, Monoposto, Sports 2000, United FF1600

Silverstone 750MC
19-20 August
116 Trophy, 116 Sprint/Coupe Cup, 5Club MX-5, Armed Forces Challenge, Clio Sport, F1000, Formula Vee, MR2, Type R Trophy

Silverstone BRSCC
19-20 August
Clubsport Trophy, Fiesta Junior, Fiesta ST240, Fun Cup, Super Classic Pre-'99 FF1600, TCR UK, Welsh Sports & Saloon Car
▶ Livestream via brscc.co.uk

Brands Hatch BRSCC
19-20 August

C1 Endurance, CityCar Cup, CMMC Tin Tops, National FF1600, Super Saloons, Supersport Endurance Cup, Zeo Prototype Series

Snetterton BARC
19-20 August
British Superkarts, Caterham (270R, 310R, Academy, Roadsport, Seven UK), Mini Challenge Clubsport, Snetterton Saloons

Cadwell Park DMMC
19-20 August
Northern Saloon/Sports Car, Scottish C1 Cup

Donington Park CTA
20 August
Racing Hondas

British Rally Championship
Ulster Rally
Round 4/7
Newry, NI
18-19 August

British Rallycross Championship
Round 4/6
Pembrey, Wales
19-20 August



FROM THE ARCHIVE

Nigel Mansell looks in contemplative mood amid the activity of the Team Lotus crew in the makeshift Detroit pitlane ahead of the city's 1983 grand prix, perhaps pondering the fact that

he's driving a Cosworth DFV-powered Lotus 92, while team-mate Elio de Angelis (in the background swapping footwear) has a 93T packing a turbocharged Renault motor. That disparity was reflected in qualifying,

de Angelis lining up fourth on the grid and Mansell 14th. But in the race the Italian failed to make it further than five laps (broken transmission), while 'Our Nige' plugged away to score a point in sixth place.



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Rover SD1

The Rover was a special car and a special time in my career, from doing the British Touring Car Championship to the European Touring Car Championship. To do it with Tom Walkinshaw, travelling to places like Monza, Anderstorp, Estoril and Brno – it was the heyday of my career. I did the Spa 24 Hours many times, and Bathurst. I had a colourful time with Tom and was very fortunate.”

Jeff Allam was part of the famed Super Touring era of 1990s tin-tops, but it is the earlier Group A Rover V8 that is the favourite car of his career. The 17-time BTCC race winner helped end the Ford Capri domination and took the 1982 Class A crown, in the final year of Group 1, with a TWR 3500 S, then raced the Vitesse version in the epic mid-decade ETCC contests against Volvo and BMW.

“The Rover was a lazy V8 with lots of torque and a smooth delivery of power,” adds Allam, now 68. “It was a big car to drive and there was a big throw on the gearchanges.”

Allam took six third places in the 1985



ETCC, mainly sharing his TWR Rover with Armin Hahne, before scoring a famous victory in the 1986 Silverstone RAC Tourist Trophy alongside 1967 Formula 1 world champion Denny Hulme.

Despite his greater success in sprint events, Allam feels he was better suited to the longer contests. “Those races were 500km or more, so you had to be kind to the car,” reckons Allam. “That was one of the formats I could do – I was quite gentle and smooth with it. You’ve got to approach it slightly differently, you’ve got to bring the car home. It’s a different war.”

“In the BTCC [in the 1990s], I used to come in from a race and my brake pads were half worn; [Vauxhall team-mate] John Cleland would come in and the pads would be absolutely destroyed.”

Allam’s affection for the Rover even extended to owning one of the ex-TWR racers: “I had it for a few years until I got a good offer and sold it. And then I saw it had been sold for £200,000 and thought it was another mistake I’d made!”

KEVIN TURNER



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